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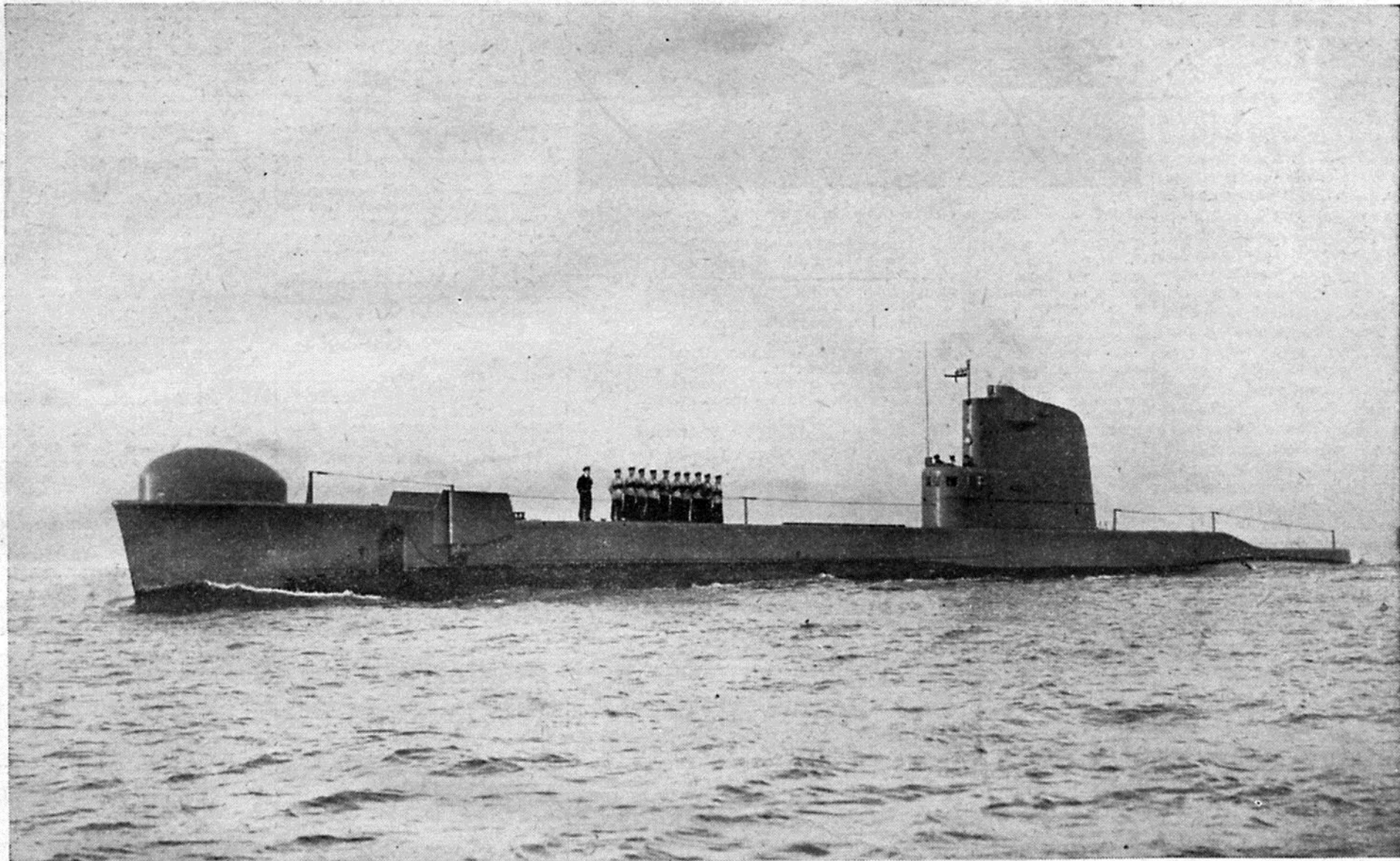
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No. 3 AUGUST 1954

The Official Newspaper of the Portsmouth Command

Price Threepence

H.M. Submarine "Thermopylae"



H.M.S. Thermopylae leaving Harbour. Her conversion was so revolutionary that few would recognise her as one of the famous "T" boats

H.M. SUBMARINE THERMOPYLÆ was built in the Royal Dockyard, Chatham, and first commissioned at the end of the Second World War on September 15, 1945.

For the next five years she served with the Fleet before returning to Chatham for extensive modernisation and reconstruction. This refit converted her into one of the most powerful submarines in the Royal Navy.

Thermopylae is now of 1,450 tons displacement, 290 feet in length, and is fitted with the latest type of "Snort" equipment, radar and offensive weapons. Her performance figures are still secret, but it can be said that her high-capacity batteries and streamlined hull combine to give an

impressive underwater speed and endurance.

She carries a complement of six officers and 65 ratings.

For the past two years H.M. Submarine Thermopylae has been engaged almost exclusively on trials in conjunction with new underwater equipment. Though not sailing as far afield as her famous "Clipper" namesake of the 19th century, she has nevertheless visited many places from Gibraltar to the Clyde in the course of her trials programme.

Other British submarines of the original "T" Class which have already been similarly rebuilt and brought right up to date include H.M. Submarines Taciturn, Tiptoe, Turpin, Truncheon and Totem.

DRAFTING FORECAST

COMMISSIONING PROGRAMME FOR THE NEXT SIX MONTHS

THE FOLLOWING Portsmouth-manned ships are expected to commission during the next six months:

FOR GENERAL SERVICE
August 31: H.M.S. Duchess (Mediterranean/Home Fleet).

October: H.M.S. Charity (Mediterranean/Home Fleet); H.M.S. White-sand Bay (Home Fleet/East Indies).

November: H.M.S. Magpie (Home Fleet/South Atlantic).

Early December: H.M.S. Agincourt (Mediterranean/Home Fleet); H.M.S. Barrosa (Mediterranean/Home Fleet).

Late January: H.M.S. Sheffield (Mediterranean/Home Fleet).

FOR FOREIGN SERVICE
January: H.M.S. Concord (Far East).

February: H.M.S. Newfoundland (Far East); H.M.S. Wren (Persian Gulf).

The new ship's company for H.M.S. Duchess has already been earmarked. Any men who may wish to volunteer for the remaining ships listed above should do so as early as possible. When considering whether men can be drafted to ships for which they volunteer, account is taken of (a) men's roster dates, (b) the order in which they volunteer. Unfortunately it often happens that the complement allowed to ships prevents all volunteers being accepted.

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for
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PORTSMOUTH Navy News

EDITOR:

Rev. W. J. E. Treceanna-Piggott, O.B.E., R.N.,
Royal Naval Barracks, Portsmouth
Tel.: Portsmouth 74571 (Ext. 2913)

A Message from the Flag Officer, Submarines

AS FLAG OFFICER, Submarines, and as an officer who has been connected with submarines for 29 years, it gave me great pleasure to learn that an article on the Submarine Branch of the Royal Navy was being written for an early edition of the Portsmouth NAVY NEWS.

We in submarines have always been proud of the Submarine Branch and of its achievements in two world wars, some details of which are mentioned in the main article of this edition. These records could not have been achieved without that high standard of efficiency, training and morale which has always been associated with the Submarine Branch.

It is our aim in peace time to maintain these standards and to build a sound foundation on which expansion could take place should need arise. The submarine today is widely recognised as the naval spearhead and has an assured place in the fleet of the future. New techniques and devices with which we are constantly experimenting are likely to keep the submarine in its unique position as a powerful weapon of offence.

To those of you who may be considering volunteering for the submarine service I would say this: We demand high standards and life is not always comfortable. In return there is a varied and immensely interesting life within a comradeship second to none.

G. B. H. FAWKES,
Rear-Admiral.

EDITORIAL

ONE OF the most pressing problems that face naval families is that of accommodation. It has always been acute, but since the war it has been almost impossible for a family to find accommodation in the naval ports at a cost within the reach of the average rating.

The Admiralty have recognized this need for many years, but we have continued to lag behind the Army and Royal Air Force.

Now, however, energetic steps are being taken to provide married quarters. In this Command many houses have been built in the various establishments and the future programme is far reaching.

In this issue we publish three articles on married quarters, and the progress at Portland has been most impressive. The article and photographs will illustrate what the Admiralty hopes to do in all the ports.

There is now an Accommodation Officer in this Command, and we shall be glad to answer any queries which might arise.

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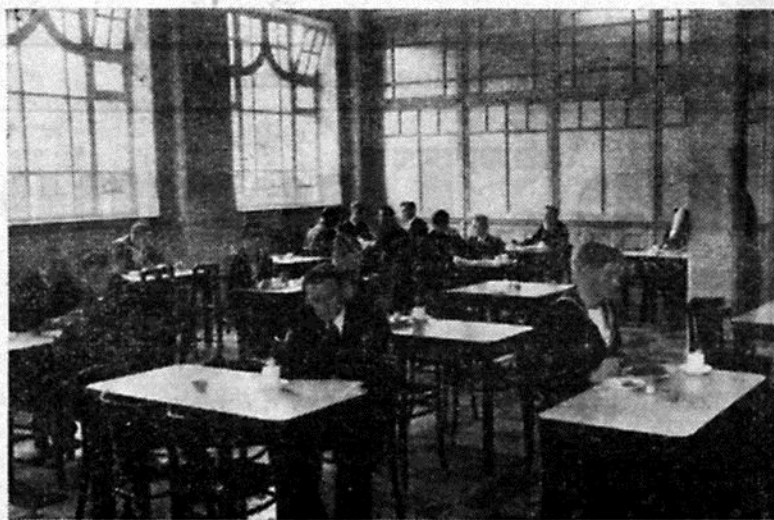
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NAVAL CLUBS . . . 2 Navy in Parliament

Miss Agnes Weston's Royal Sailors' Rest



ABOUT 25 YEARS ago a sloop was built for the Royal Navy and named H.M.S. Weston-super-Mare. Immediately on joining the Fleet she was nicknamed "Aggie on horseback," and thereby an affectionate tribute was paid to the memory of a very remarkable woman and to her continuing life-work amongst the men of the Fleet.

The woman in question was, of course, Miss Agnes Weston, who devoted 50 years of her life to fostering the welfare of the men of the Royal Navy and their wives and families. She rightly earned to herself the title of "The Sailors' Friend," and on her death in the closing days of the First World War she was accorded the unique distinction of being buried at Devonport with full naval honours.

The Royal Sailors' Rests at Devonport and Portsmouth owed their inception in the early 1870's to Sunday afternoon meetings for boys from H.M.S. Impregnable in the kitchen of a private house in Devonport. News of these spread amongst the men of the Fleet and it was in response to a deputation from the lower deck of H.M.S. Daphne for a home to be built for them, "... without drink and right amongst the taverns and close to the Dockyard Gate at Devonport" that the kitchen became a hired room, then a house and finally the Royal Sailors' Rests at Devonport and Portsmouth which, at the outbreak of the Second World War, each accommodated some 700 sleepers each in his own cabin or bed-sitting-room and having restaurants, reading and billiards rooms and all the amenities of Temperance Clubs.

Rebuilding to Start?

Both these buildings were completely destroyed in 1941 and since that time a great deal of making do with temporary buildings has been necessary whilst the knotty question of rebuilding is flogged out. At the present moment it looks as if only the final details now require to be settled before rebuilding starts at Devonport, and in the meantime both in Albert Road, Devonport, and Edinburgh Road, Portsmouth, the trustees do their best with the buildings at their disposal to maintain the high standard of service which Miss Weston insisted upon and to keep costs as low as possible. Beds in own cabin are 2s. per night at Portsmouth (12s. 3d. per week), (Devonport 1s. 9d. dormitory, 2s. in own cubicle), and at each Rest a limited number of private rooms are available at 2s. 6d. per night or 15s. 6d. per week. Substantial meals are obtainable in the restaurants at prices ranging from 1s. 10d. to 2s. 8d., depending on the fare chosen, and cinema shows are given on Wednesday and Thursday evenings at the Portsmouth Rest, for which, of course, no charge is made.

There is a small Rest in Clarence Square, Gosport, primarily for the benefit of the boys of H.M.S. St. Vincent. No sleeping accommodation is available here, but light refreshments are available as required.

In Portsmouth there are now 30 furnished flats available for married lower-deck men and their wives and families. The rentals range from 30s. to 42s. per week, and the trustees' only regret in connection with these is that the number of flats is so few and the waiting list so long. Once a man has taken over a tenancy, only promotion to officer rank or becoming time-expired in the Navy necessitates him giving it up, and the flats do therefore provide a very secure anchorage for the occupants.

Religious Background

Miss Weston founded the Royal Sailors' Rests on Christian, but non-denominational, and temperance lines, and the trustees are not ashamed that their aim is still the spiritual and moral as well as the physical welfare of all who use the Rests and flats. Missioners visit ships, barracks and hospitals to have a talk with anyone who wishes it and perhaps to help those who may be in doubt or difficulty. Sunday and Gospel services and Sunday School for children are held in both Rests and in the R.S.R. Hall at the Bridgeway Housing Estate, and the Royal Naval Temperance Society and the Royal Naval Christian Union are both integral parts of the Royal Sailors' Rests.

There must be few sailors who do not know of *Ashore and Afloat*, the magazine of the Royal Sailors' Rests which was started by Miss Weston and has been published month by month and circulated throughout the Fleet by the good offices of the Admiralty for over 70 years. Next time you pick up a copy maybe it will remind you that the Royal Sailors' Rests are at the service of all the men of the Royal Navy. They are more than mere shelters. Companionship, religion, entertainment and exhortation are all to be found there if they are wanted. But if they are not, you are none the less welcome, and Miss Weston's strictest rule "no coercion or compulsion" is rigidly adhered to to this day.

Mobile Cash Clothing

IN ORDER to provide better facilities for the men of small ships berthed in Portsmouth Dockyard to obtain naval service clothing, a mobile clothing shop will commence to operate in the yard on July 20, 1954. This will save the men concerned a long journey from the Dockyard to the naval barracks if they wish to purchase service clothing.

The mobile shop, which has been designed and built specially for the purpose, will carry all forms of clothing required by the sailor, and will have a special cubicle available for fitting ready-made uniform suits and footwear. The staff of the van will include a service tailor in part-time attendance.

Navy News Competition

AN ANONYMOUS donor has offered the following prizes for an article written giving a *Point of View* upon NAVY NEWS.

- First Prize, £3.
- Second Prize, £2.
- Third Prize, £1.

The article must be readily readable, crisply written, well constructed, and,

above all, interesting. It must clearly express a point of view concerning this newspaper and should consist of not more than 750 words, i.e., one column.

Send in as many entries as you wish; they must be legibly written and addressed to The Editor, NAVY NEWS, Royal Naval Barracks, Portsmouth. Closing date is August 15, 1954.

Married Quarters

ON JUNE 23, the First Lord of the Admiralty was asked how many married quarters for officers and other ranks were built in Portsmouth during 1951 and 1952, and how many are expected to be completed during 1954. The First Lord of the Admiralty replied:

"None. Work on the second stage of the Armed Forces Housing Loan, which applies to the home ports, is only due to start during the present year. Arrangements are, however, well in hand for starting 249 houses in the Portsmouth area in August. It is hoped to place contracts by the end of March, 1955, for a further 886 houses."

The Yacht Elinor

On the same day, the First Lord of the Admiralty was also asked: (1) what information he has as to the present whereabouts of 839654 A.B. Terence Braden, who was last heard of on the Admiralty yacht Elinor off the China coast on June 4, 1954; and (2) what precautions are taken to ensure the safety of naval personnel on pleasure cruises in naval vessels off the China coast; and whether, if it is not possible to take adequate safety measures, such pleasure cruises will be banned. The First Lord of the Admiralty was also asked about the circumstances under which A.B. Kenneth Wilkinson, along with others, was arrested in Chinese waters by the Chinese authorities; and what steps are being taken to obtain the release of these British seamen. The First Lord of the Admiralty answered:

"The yacht Elinor is privately owned and administered by an inter-services committee at Hong Kong, which rents her to qualified Service personnel for recreation and issues the necessary instructions for her cruises. Local orders limit the yacht's journeys to Hong Kong waters which are well defined, and these limits are impressed upon those using the yacht."

"The Elinor had been hired by an officer from H.M.S. Concord, who had been in charge of her on two previous occasions, with a crew of eight from

H.M.S. Concord. The yacht left Hong Kong on June 1 for a five-day recreational cruise to Tolo harbour—which is within the limits to which I referred. They were expected to return on June 6."

"After unsuccessful air and surface searches had been carried out, the Chinese People's Government were asked to assist to trace the yacht. They said that she was found in Chinese territorial waters and taken into port by the local authorities on June 1, and that the crew were reported to be fit and being well treated and entertained by the local authorities. The yacht and crew have now been sent to Canton, and I have every reason to hope that they will soon be released and returned to Hong Kong. Until then, the full circumstances of this incident will not be known."

[Note by Editor.—Since these questions in the House, the officer and eight ratings have been reported as having returned to Hong Kong.]

Dartmouth Cadets

On June 30, the First Lord of the Admiralty was asked if he would make arrangements that, under the new arrangements of entry and training to come into force at the Royal Naval College, Dartmouth, next year which will be parallel to the entry and training of cadets at Sandhurst and Cranwell, parents of cadets will no longer be called upon to pay term fees, subject to a means test. In reply, the First Lord said:

"Yes, sir. No payments will be required from the parents of cadets who enter Dartmouth College under the new system."

Mr. Crouch then asked: "Is my right hon. Friend aware that this announcement is very welcome? I feel sure that in many homes a silent 'Thank you' will be said to him for making this concession, which gives to the parents of naval cadets the same benefits as are given to the parents of cadets who enter the other Services. This is another example of my right hon. Friend's excellent administration."

The First Lord's reply: "I thank my hon. Friend."

Admiralty Fleet Orders of interest

General Service Commission Scheme

A.F.O. 1775/54 advised ratings who had already volunteered for a particular type of service before the introduction of the General Service Commission Scheme to volunteer afresh to confirm their original application because, with the introduction of the General Service Commission Scheme, the circumstances in which ratings concerned originally volunteered may have changed.

Insurance

A.F.O. 1838/54, of which notice-board copies were issued, advised naval personnel to consider appropriate insurance, in their own interests and in the interests of their dependants, to cover air travel, including troop flights. This A.F.O. merits study.

W.R.N.S.

A.F.O. 1844/54 announced that ratings of the W.R.N.S. are now eligible for the award of the Royal

Naval Long Service and Good Conduct Medal and Clasp and Gratuity.

Naval Allotments

A.F.O. 1713/54 reminded naval personnel of their personal responsibility not to abuse the allotment system by obtaining goods on credit without making sure that the allotment in force would fully pay for the goods, and of the risk of civil legal action in respect of unpaid debts.

Resettlement

A.F.O. 1722/54 announced the issue of the revised and reprinted booklet, "For Your Guidance," which deals with Resettlement in Civil Life, and is issued to all ratings and other ranks on dispersal to terminal leave.

A.F.O. 1784/54, entitled "Resettlement in Civil Life," dealt with opportunities to compete for clerical classes of Home Civil Service and for Grade 6 Posts in Branch B of the Foreign Service. Those interested should study the A.F.O.

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RETIREMENT



Capt. R. C. Harry, C.B.E., A.D.C., R.N.



Capt. J. T. Lean, D.S.O., R.N.

DURING THIS month the Royal Navy loses two distinguished and popular officers, Capt. R. C. Harry, C.B.E., A.D.C., R.N., and Capt. J. T. Lean, D.S.O., R.N.

Capt. Harry's career spans the years between the middle of the First World War and the end of our slow emergence from the second. His naval commands are remembered with pleasure by those who served with him and who in many cases are, like him, about to enter upon the new career of leisure. But to the younger generation Capt. Harry will be remembered above all as the leader both in name and in fact of post-war sport in the Service. Himself a Navy rugby and swimming and water-polo captain, and a fencing international, he has been prodigal in the expenditure of energetic and experienced counsel which has raised the standards of all naval sport. He has wrung much treasure from authority to further that good cause. As Naval Commandant at the Royal Tournament

during the past six years, he must have looked with pride at the contingents whose fitness was in such great part of his inspiring.

It is no small test of an officer or rating to serve in the Reserve Fleet. As Senior Officer, Reserve Fleet, Portsmouth, Capt. Lean has brought to that command the happy informality and cheerful efficiency of the small-ship man. Reserve Fleets have their difficulties, the lack of excitement, the small numbers for the many jobs, the ease with which the vital nature of their task can be forgotten. That these difficulties have to so great an extent been mastered in Portsmouth is due to the understanding of the officer whose long and far-flung career is thus rounded off. Fortunately Capt. Lean will continue to live in Portsmouth and sailing enthusiasts will be glad to have the benefit of his great experience. NAVY NEWS and all its readers wish both these officers good fortune in the future years.

DERBY DAY—D. DAY

A STORY has been told of the late Bishop of Portsmouth. He decided it would be good fun to go and see the Derby and share the common enjoyment of the day. When he got on Epsom Downs he saw the vast crowds of people moving about long before the race and thought it a great opportunity to copy his Master's example, and be an open-air preacher while they waited. He felt there was only one subject fitting for that day and so he told the story of Christ riding the ass into Jerusalem on Palm Sunday.

Apparently he told it so well, with a good deal of descriptive detail that he gripped the attention of a passing jockey. When he had finished the jockey came to him and asked "Was that story true? Do you mean to tell us that He rode a horse, which hadn't been broken in, all the way through cheering crowds, just like there'll be here very soon, and it didn't once jolt or throw him?" "That's right," said the Bishop. "Gawd," replied the jockey, "What hands He must have had!"

How many people associate religion with weakness! It seems to speak another language from that of our daily life; it seems to belong to another

world altogether, and have no bearing on our practical problems.

Padre's a decent chap when you meet him in the mess, or on the sports field. On Sunday he puts on a different dress and a different voice, and to many it all seems so unreal and unconvincing.

Many an American "dough-boy" thought that way. In Sunday school days he'd given money for Foreign Missions; now he had grown up from all that. But he changed his mind when, wounded in New Guinea by the Japs, he was carried through swamp and dense jungle and through the Jap lines to hospital and safety by loyal and converted natives.

Some who profess religion are poor tools. Some use that weakness in others as an excuse for themselves. But wherever Christ is present there is strength. A man can stand through temptation; he finds in Christ the power that can always see him through.

What is more, the hands of Christ can heal and restore what has been broken by sin. He came, above all else, that men might have life, and have it to the full. No one ever trusted Christ, and found himself let down.

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Motoring Notes

ONE OF the most important announcements of recent times affecting the motor trade generally, and also a very large percentage of motorists, is that restrictions on hire purchase are to be lifted. Whereas previously it was necessary to put down a deposit of at least one-third of the total cost and to pay off the balance in 18 months, now the various finance companies can revert to their former agreements, with smaller deposits and longer periods in which to pay off the balance. A shrewd forecast is that for a time agreements will require a deposit of 20 to 25 per cent., with a limit of two years; but no doubt details will have been published in the daily Press before this article appears in print.

Hire Purchase and the Export Quota

For those who have designs on avoiding purchase tax by taking a car overseas from the export quota, the writer has explored many avenues of obtaining finance for the purpose. It is quite clear, unfortunately, that it is not possible to buy such a car on hire purchase for a very simple reason. When you sign the agreement with the finance company the car becomes their property until it is finally paid for. Should the car be exported they would have no lien on the car if the hirer defaulted. Consequently they insist that the car be kept in the United Kingdom until it is paid for. The only alternative, therefore (which, incidentally, is cheaper), is to persuade your bank manager to allow you an overdraft or borrow the money from a favourite aunt.

Incidentally, you cannot sell a car or motor-cycle which is being purchased under a hire-purchase agreement without permission from the finance company, who are, of course, the owners. Settlement of any outstanding amount can usually be arranged without difficulty by either yourself or the purchaser. By the same token, you should always be careful when purchasing a second-hand machine from a private individual, that it is not subject to a hire-purchase agreement.

Germany and the Export Quota

It is not generally known, judging from the number of enquiries received by the writer, that British cars purchased for use in Germany by British personnel must be paid for in German currency emanating from one's employment in Germany. This makes life rather hard for those lucky enough to be posted to H.M.S. Royal Albert or Royal Prince who have ideas about dodging purchase tax.

Dates for your Diary

AUGUST

- 2—B.A.R.C. National Meeting, Crystal Palace.
- 2—Half-litre C.C. Brands Hatch Meeting.
- 7—Mid-Cheshire Oulton Park Meeting.
- 14—West Essex Meeting, Snetterton.
- 15—B.A.R.C. South-Western Centre Point-to-point Meeting.
- 21—B.A.R.C. Members' Meeting, Goodwood.
- 25—B.A.R.C. South-Western Centre Monthly Meeting, Little Testwood Country Club, Totton.

CAR OF THE MONTH

Standard 8

There are now two models of the Standard 8, a basic model and a de luxe saloon. They are both four-door saloons, the differences being in the upholstery, door handles and windows. In the de luxe model the doors are fully trimmed and the windows wind down as opposed to the sliding windows of the basic model. Prices (including purchase tax) are £481 7s. 6d. for the basic model and £538 0s. 10d. for the de luxe model trimmed in Vynide, but this is available with various extras (leather upholstery, radio, heater, parcel shelf behind the rear seat) up to a total of £618 1s. 8d.

The car will carry four average adults with ease and has a good range of adjustment for the front seats. Knee room for the rear seats is adequate unless an exceptionally tall person occupies a front seat and has the seat right back to its fullest extent. The very large luggage space with the rear seats folded is of particular value to Service personnel.

A fuel consumption of 45-50 m.p.g. is usual, maximum speed is 63 m.p.h., and a reasonable cruising speed is up to 50 m.p.h. Road holding is good and the general performance lively. All in all it is a very desirable little car with good accommodation and a big heart.

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Legal Support for Children

After nearly seven years of marriage I divorced my wife on April 16, 1953, and received the *decree nisi* absolute on May 30, 1953. The case was not defended. There were two children of the marriage and by mutual arrangement I allotted 28s. per week towards their maintenance, i.e., 14s. each. My ex-wife has married again, and so have I.

I have received no news of the children as to their well being or otherwise. I now wish to stop this allotment. In view of the fact that there was not a court order made in respect of the two children, has my wife any claim on me for them if and when I stop the allotment?

Thanking you in anticipation of an early reply.

I am afraid my answer is going to be a blunt one! Even if your wife had married a millionaire you would still be under legal liability to support your children until they attain the age of 16 years. The sum of 14s. for each child is a very moderate one, and if you cease to support your children your wife would be entitled to take proceedings to obtain an order for maintenance of the children, and you could be required to pay 30s. a week for each child.

An Englishman's Home

I am a Portsmouth rating serving in Singapore and I have been rather worried by letters I have been receiving from my wife. Before I left home I obtained three unfurnished rooms with the use of bathroom in a house in

Portsmouth, at a rental of 25s. a week. The landlady pays the rates and water rate but we have a separate meter for our gas and electricity. We have two children and the landlady is complaining about the amount of noise they make and has told my wife that she must go at the end of a month. She has, of course, nowhere to go and I do not know what the law is.

You should write to your wife and asked her to get in touch immediately with the Family Welfare Officer, Royal Naval Barracks, Portsmouth, who is the correct person to advise a wife in circumstances like these. The Family Welfare Officer is able to obtain the advice of the Legal Aid Officer, Royal Naval Barracks, Portsmouth, who is a qualified solicitor.

I assume that you have requested to see your commanding officer and have explained about the difficulties you are in. As far as the legal problem is concerned, assuming that your wife cooks in one of three unfurnished rooms, and that you share nothing with your landlady with the exception of the bathroom and w.c., you are a tenant protected under the Rent Acts and, generally speaking, you cannot be turned out as long as you pay the rent.

In any event, nobody can be turned out into the street in this country; people can only be forced to leave their accommodation by a proper order of a judge. If your wife has any more trouble ask her to go along and see the Family Welfare Officer at once.

All questions will receive an answer either privately or in this column. Write to John English, c/o The Editor, PORTSMOUTH NAVY NEWS.

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BARNETTS advice to Naval Ratings contemplating making an allotment to a Naval Outfitter.

Do not be misled by offers of excessive credit. To give excessive credit the tradesman must charge higher prices.

A Naval Outfitter offering to supply a range of goods as large as one expects to see in a departmental store can be clearly regarded as insincere.

The customer requiring specialized goods such as a radio, bicycle, etc., should buy from the specialist tradesman who can provide after-sales service which would be outside the scope of the Naval Outfitter.

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W.R.N.S. NOTES

W.R.N.S. Director's Visit

DAME MARY LLOYD, D.B.E., Hon. A.D.C., visited the Royal Marines Barracks, Eastney, on Friday, July 9, 1954. After calling on Major-General Moulton, D.S.O., O.B.E., and Colonel R. W. B. Simmonds, C.B.E., she inspected the W.R.N.S. unit and took the salute at a march past.

Long Service and Good Conduct Medal and Clasp and Gratuity Award

All W.R.N.S. ratings, and especially the more senior ones, will be pleased to know that a milestone in the history of the Service has been achieved.

It has now been approved that ratings of the Women's Royal Naval Service will be eligible for the award of the Royal Naval Long Service and Good Conduct Medal and Clasp and Gratuity. A.F.O. 1844/54 refers.

To Sea

Five parties of 15 ratings, accompanied by a W.R.N.S. officer, have been taken to sea in H.M.S. Boxer on various days. These trips have been both instructive and extremely popular.

Musical Semaphore—Navy Days

Forty signal trainees at H.M.S. Mercury are practising semaphore to music in preparation for a display. This is in addition to their normal training. We wish them every success and eagerly await their first performance.

Ford Air Day

Six ratings from Royal Naval Barracks and four from Royal Marines Barracks volunteered to sell programmes. In addition to performing a useful and much-appreciated service, they enjoyed their afternoon's work.

Flag Day

W.R.N.S. officers and ratings with representatives of the Royal Naval Friendly Union of Sailors' Wives sold flags in Portsmouth Hard and in Royal Naval Barracks, on Saturday, June 26. Together they realised the sum of £43 16s. in aid of the Royal National Lifeboat Institution.

Carnival Dance

A Royal Marines carnival dance was held at the Savoy on Thursday, July 8. A large majority of the W.R.N.S. ratings attended and enjoyed the evening.

W.R.N.V.R.

Third Officer M. MacIntyre from the Fourth Division is at H.M.S. Mercury undergoing her annual training in cypher duties.

W.R.N.S. Officers

Third Officer H. Jenkins has relieved Third Officer J. Peacock in H.M.S.

Excellent. Third Officer O. E. Archer has relieved Second Officer B. I. H. Barrett as Officer-in-Charge, Royal Marines Barracks, Eastney. Third Officer J. Duncilliffe has relieved Third Officer O. V. Thomas in H.M.S. Vernon.

Tennis

Portsmouth Command Royal Naval Women's Tennis Tournament.—Wren Newman (Vernon) beat Wren Lane (Vernon) in the finals of the singles. Wrens Newman and Lane beat Miss Ross, Q.A.R.N.N.S. and Miss Page, Q.A.R.N.N.S. (both from Royal Naval Hospital, Haslar) in the doubles.

Inter-Command Tournament held in H.M.S. Dauntless.—Portsmouth Command came second.

"Plate" Singles.—Won by Wren Cullen (Victory).

Inter-Unit Tournament.—Won by Royal Naval Hospital, Haslar.

W.R.N.S. v. Royal Naval School, Haslemere.—A representative Command team played a most enjoyable match against this school. The W.R.N.S. won.

Cricket

Inter-Unit Tournament.—Won by H.M.S. Victory.

Inter-Command Cricket Tournament.—The tournament was held at H.M.S. Excellent by kind permission of Capt. W. F. H. C. Rutherford, R.N. The winners were the Air Command.

Some difficulty was experienced in raising the Portsmouth Command team owing to a shortage of players. However, a team was formed which proved to be excellent at fielding.

Royal Naval Women's Service Cricket Team v. The Sussex Martlets Cricket Club.—The match was played on July 4 on the Clarence Ground. The scores were Royal Naval Women, 123 for four wickets; and The Sussex Martlets, 57 all out.

Athletics

The Inter-Command Championships held at Pitt Street had an exciting finish, the score being Nore and Air 21 points each, and Portsmouth and Plymouth with 19 points each.

The Command Royal Naval Women's Athletic Championships were of a higher standard than last year. H.M.S. Mercury won the championships and H.M.S. Vernon the relay cup.

The Inter-Service Championships were held at Pitt Street. The results were: W.R.A.F., 67; W.R.N.S., 51; and the W.R.A.C., 31 points.

Leading Wren Davies (Mercury) has been selected for the Combined Services (women) team to meet the Combined Universities and Southern Counties W.A.A.A. on Saturday, July 31, 1954, at 2.30 p.m. at Motspur Park, London. Wren Timms (Excellent) is a reserve.

Woman's Section

Cheddar and Chocolate

Happy Outing by the Southsea Branch, Friendly Wives

AT 8.30 a.m. on June 16, three large cream and chromium coaches left St. Mary's Church, Fratton Road, with a full complement of 100 Naval Friendly Wives. It was raining and the sky looked dark, but the forecast was good and we hoped for the best, and not in vain. As we approached Swaythling the sun came out and smiled on us and from then on it kept fine for the whole day.

We went through Romsey where we all enjoyed a glimpse across the placid waters of the river of Lord and Lady Mountbatten's beautiful house in its park-like surroundings. Next stop was at Salisbury for coffee. The cathedral, with its soaring spire, is always a wonderful sight and the grass was greener than usual from all the rain we have had this month. We went along the Wylde Valley to Heytesbury, Warminster and then on to Bath where we had lunch and enough time to see the abbey and some of the lovely old city.

Two buses then went on to Fry's chocolate factory and one to Cheddar Gorge. Unfortunately, Fry's could only accommodate 70 visitors at a time so we had to separate.

The tour of the factory took just under two hours. We saw the whole process of chocolate and cocoa making, from a cocoa bean to the finished article, in the shape of a beautiful gift box to each of us on the completion of the tour. We were fascinated by the efficiency, cheerfulness and spaciousness of everything we saw. In one large building, for instance, every sort of chocolate and cocoa container was being made from the silver paper and boxes with pretty pictures to immense packing cases for British exports of chocolate to every part of the world.

There were beautifully kept first-class playing fields and lovely views in every direction, for this model factory is set in the countryside, though the main railway line and river run past it. Finally we were given a very good tea which was welcome after the long walk round—we were told it was three miles. It was all well worth while.

The Cheddar party went through a smiling countryside to Radstock and by the Gorge to Cheddar. There they visited the caves where they saw the illuminated stalagmites and stalactites, and finished with a strawberry tea. We all met again at Salisbury where there was much to talk about, and then came home together, reaching Portsmouth at 11 p.m., very sleepy after a full day.

Those in No. 1 bus didn't have a dull moment, for the driver was an impersonator of professional standard; when he was not giving a running commentary on the landmarks we were passing, he entertained with short imitations, ranging from Marlene Dietrich to the arrival home of a tired bus driver, the latter from personal experience. He kept everyone in fits of laughter and was not given a moment's rest with constant encores.

At our last general meeting at the Forrester's Hall, Mrs. Tottenham gave a most interesting and amusing talk on a trip she and her daughter made in New Zealand. It was a light and lively description of life "down under" which was especially interesting just now after the tour of our Queen and the Duke of Edinburgh.

Concert

AN AFTERNOON meeting of the Royal Naval Friendly Union of Sailors' Wives took the form of an entertainment arranged by Mrs. G. Daw.

The principal item was a one-act play, "Anti-Clockwise," by Muriel and Sydney Box, in which, as the title suggests, the end is seen before the beginning. Valerie Bacon appeared as Emily Jackson, who attempts to murder her rich and tyrannical aunt, Clara Fitzwalter, played by Jessie Jones. Doris Sales was seen as an understanding woman doctor, and Gladys Daw as Elizabeth Aldringham, Emily's selfish cousin.

The rest of the programme consisted of amusing impressions by Mrs. N. Tregenna-Piggott and a piano interlude by Mrs. Lean. Mrs. Robertshaw introduced the entertainment, and the performers were thanked by Lady Edelman, wife of the Commander-in-Chief, Portsmouth.

Holiday time

HOLIDAY TIME is here once more. Mothers find that with the children at home from school there is more to be done, and consequently less time to spend with the family. Do try to get out with the children this month. Arrange the chores so that each member of the family helps in some way. If you can't get out for the day, picnic all together in the garden occasionally. You can prepare a meal in the evening, and the change will do you all good.

Poise and Posture

HOW MANY people stand correctly? Try to imagine that you are a puppet, standing straight up, with your neck and head supported. Can you feel those strings pulling upwards? (No, not your shoulders.) Can you feel your whole body poised, beautifully balanced? Drop your chin on your chest; now let it drop backwards, now sideways. Remember the puppet-master's strings. Reach up.

Now for those double chins. Bend the head to the chest, and open the mouth. Raise your head and close your mouth. Now turn the head slowly from side to side.

Home Help Service

SURELY THIS is one of the most helpful and needed of the Welfare State's many activities and yet because it goes about its duties in a quiet and humble manner (in fact another "Silent Service"), it is not as widely known as it should be. How often have I heard the cry go up "If only I had known of your service" and then again others have heard of it but have been given false information regarding its cost and effectiveness and have, in consequence, been turned away from applying for its aid.

Times of crisis, emergencies, births, illness, convalescence, old age, death—does any family escape these visitations? I think not. Those who are lucky have relatives, friends or neighbours who come to their aid and tide them over during these anxious times and the luckiest of all have "Father" at home. Supposing, however, friends and relatives are not available and the husband or father is away, what then? The local authority can step in. The county or borough council can be applied to, the address of which can be supplied by the welfare officer, post office or the police, and a home help will be sent immediately.

Home helps are reliable and responsible women who have been specially chosen. They will take over entire charge if required and will cook, clean, shop, mend, look after the children and they can come all day or part of the day, either daily or on one or two days in the week.

The home help organiser will visit the household and find out the special requirements of the case and do her best to meet the particular needs of the family and advise and help in every way possible.

To come now to the all-important subject of payment. This is on a sliding scale and depends on the household's income. Deductions are made for dependants, rent, rates, etc., and for any special expenditure. Old-age pensioners and those with an income below a certain mark are not charged. The full hourly cost varies, but each authority aims at arriving at a figure within the capacity of the family to pay.

Finally let it be noted that this, unlike so many of the services provided by the State, is not a compulsory one. The local authority provides it in a spirit of Christian good will for the aid and comfort of those in trouble, and judging from the many letters and expressions of gratitude received in any home-help office, it is in this same spirit that the duties are carried out by the home helps.

A HOME-HELP ORGANISER.

MARRIED QUARTERS

IN THE last issue it was explained that, to bridge the gap between the time that it is approved to build houses and the much later date when the houses are ready to live in, approval has been given to rent an equivalent number of furnished houses or self-contained flats. As a result, authority was given last December to rent 90 houses or flats for officers and 380 for ratings in the Portsmouth area.

The standard set is high. The houses or flats must be fully furnished and equipped except for linen. In most furnished houses it is usual for the tenant to supply the linen so that normal custom is being followed. Flats must be self-contained and there can normally be no question of sharing a bathroom or kitchen with any other tenant in the house. Because of this standard, nothing can be supplied from naval sources to supplement what the landlord has provided. You can't go to the "Pusser" and ask for a toasting fork because there is not one in the house.

Rent

The Admiralty pays the rent to the landlord. The rent paid by the naval tenant bears no relation to that paid by the Admiralty, but is the standard rent of a naval married quarter. The maximum rent that a rating is called on to pay is 17s. a week, and, if the flat is small, the rent will be less. The rent for an officer varies with rank between £100 and £175 a year and his marriage allowance is also reduced. Rents are charged on the ledger.

To make certain that the accommodation is suitable for a particular family, it is made the responsibility of the prospective naval tenant to find a suitable place for himself. If this comes up to the standards set and a reasonable agreement can be made with the landlord, it is rented for the time that the tenant expects to remain eligible for a married quarter. The next man in may have different family circumstances; an excellent flat for a man with no children is useless for a man with several. Because of unexpected drafting, this arrangement may not always work and it may be necessary to offer the next on the roster a hiring recently vacated by someone else and where the Admiralty lease has not run out.

Roster Scheme

Once the scheme became better known it became popular, but there may still be a number who do not know who is eligible and how to get on the roster. Briefly, any married man

on a regular engagement and over 21 years of age (25 in the case of an officer) who is serving in an establishment at Portsmouth, or in a ship of the Portsmouth local squadrons or Reserve Fleet at Portsmouth, or a Home Fleet ship based on Portsmouth, is eligible. There are exceptions, but to go into them would only lead to confusion. Each ship or establishment is at present allocated so many hirings and runs its own roster based on date of application. To get on the roster, apply to your divisional officer. Remember that once in a married quarter, you can stay for up to three years provided you remain eligible under the rules, no matter how many times you are drafted. A recent Admiralty decision stated that, pending issue of the full rules for married quarters, a man in a married quarter who is drafted to a ship on general service may retain the married quarter if he so wishes.

It is expected that the ship and establishment rosters will shortly be replaced by a central roster.



Co-star Lori Nelson and featured player, Eugene Iglesias, celebrate the finish of their most important screen roles to date in RKO Radio's forthcoming Technicolor and Super-Scope romantic adventure drama, "The Big Rainbow"

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NEW MARRIED QUARTERS FOR H.M.S. OSPREY

NAVAL RATINGS of H.M.S. Osprey and their families, who are the first tenants of a recently completed housing estate of a hundred fine new houses, were present at a ceremony naming the estate in memory of one of the most outstandingly successful and daring U-boat hunters of the last war.

Walker Crescent was the name given to the estate by Mrs. Walker, the widow of Capt. F. J. Walker, C.B., D.S.O., R.N., when she officially opened it on Monday, July 5, before a large gathering, including senior officers of the Portland area and the Mayor of Weymouth accompanied by corporation officials.

Capt. G. I. M. Balfour, D.S.C., R.N., Captain of H.M.S. Osprey, welcomed Mrs. Walker, and pointed out that this was the first housing estate to be built in the Portland area solely for naval personnel. This made it all the more important that good relations between the naval tenants and the surrounding civilian householders should be encouraged to the utmost. The Mayor of Weymouth (Mr. A. C. Billett) spoke of the high regard in which the Royal Navy was held by the people of Weymouth. He was sure that the name given to the estate would prove to be an inspiration to the occupants of the houses, and that the whole estate would be a great credit to the borough.

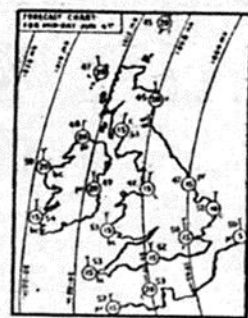


After a prayer of dedication had been said by the Rector of Wyke Regis, and before cutting the white ribbon stretched across the entrance to the estate, Mrs. Walker spoke of her deep appreciation of the honour done to her husband's memory. "I am touched that he should be remembered in this way by H.M.S. Osprey and Weymouth, with both of which he was so closely associated," she declared. "It seems to me to be very fitting that, as in my husband's life, H.M.S. Osprey and Weymouth are united in this road which bears his name and in which are the homes of those who serve in H.M.S. Osprey." Mrs. Walker concluded by wishing happiness and success to all the many

families that will live in Walker Crescent. Mrs. Walker was presented with a bouquet by the little daughter of E.R.A. Clark, one of the tenants of the estate, and she afterwards toured the houses, visiting two which are already occupied and another which is not yet tenanted.

The hundred houses which make up Walker Crescent all contain three bedrooms and have modern water and heating systems, including electrical immersion heaters.

Each house is furnished down to the smallest detail and garden tools are provided. The estate is pleasantly laid out in groups of two, three and four houses, and lawns have been newly made in all the front gardens.



Weather Chart

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THE ROYAL NAVAL ASSOCIATION

PORTSMOUTH BRANCH

IT IS perhaps a good sign that since the article on The Royal Naval Association published in the last issue of this paper, we now have 40 new members. As a point of interest, one of the newest members is 88-year-old shipmate John Harrison, of Mansfield, who holds the following decorations: V.C., D.C.M., M.M., and the "Order of the Rising Sun."

Coming Events

August 14 and 22, Club-produced revue, "Navy Blues."
August 28, annual outing (mystery trip).
E. N. S. P.

HAVANT BRANCH

THE FIRST two issues of Portsmouth NAVY NEWS have been very popular in our Branch and have been used as means of introduction to other Service associations and organisations in this area. The Editor has been most helpful in getting copies to us in time for meetings.

Our greatest annual event took place on July 10, when a coach-load of us went to The Royal Naval Association Parade and Reunion in London. It was grand to have active service personnel with us on this occasion.

A party with our Branch Standard will be going to the Horley Branch for its Standard Dedication Service and Parade on August 22. We are also arranging for our Branch Children's Outing and for the R.A.F. Families' Club, Thorney, to visit us during August.

Meetings are held at 2 South Street, Havant, at 8 p.m. on the first Tuesday and third Saturday in each month. Active service and retired Royal Navy personnel are always made very welcome.

CONGRATULATIONS

H.M.S. FLEETWOOD

P.O. V. J. Saville, P/JX 801443

The C-in-C. has approved his immediate advancement to chief petty officer in recognition of his excellent services. July 1, 1954.

H.M.S. MINER IV

P.O. E. Baldwin, P/JX 132788

The C-in-C. has approved his immediate advancement to chief petty officer in recognition of his fine record of service. June 23, 1954.

Married Quarters for Royal Marines in Portsmouth

ROYAL MARINES serving in all establishments in the Portsmouth Command will receive a fair proportion of the 300 officers' houses and 1,250 ratings' houses which are being built by the Admiralty. Until the first phase of this building programme is completed, the Admiralty have taken up furnished hirings to an equivalent number. The Royal Marines in the port have been given out of these, four officers' and 27 other ranks' hirings. The Major-General Royal Marines, Portsmouth, has been made responsible for allocating these hirings and, to start the scheme off, block allocations were made to units and establishments based on the married complements of each. All these hirings have now been occupied and it is intended shortly to centralise the waiting list at Group Headquarters.

Dockyard Notes...

DEPARTURE OF THE ADMIRAL SUPERINTENDENT

OWING TO the regretted illness of the Director of Dockyards, Vice-Admiral Sir York Beverley, K.B.E., C.B., the Superintendent of the Dockyard, Rear-Admiral A. G. V. Hubback, C.B., C.B.E., has had what is commonly called a "pierhead jump." Admiral Hubback, who was designated to be Director of Dockyards at the end of the year, has already taken up that appointment. He left the Dockyard at about a fortnight's notice on July 1, and his farewells had necessarily to be hurried. Nevertheless, the Admiral himself was able to say good-bye to a large number of his friends in Portsmouth at two "At Homes" held during his last week, and he was also entertained by the Dockyard staffs—firstly at a dinner organised by the Dockyard Canteen Society and supported by the Staff Sides of both the Whitley Committees, and secondly at a luncheon given in his honour by the heads of departments. There is general regret at the departure of Admiral Hubback, who has inspired confidence and affection among all ranks in the Dockyard.

Until Rear-Admiral J. S. C. Salter, C.B., D.S.O., O.B.E., takes up his duties as Admiral Superintendent early in October, the Dockyard is in the charge of the Captain of the Dockyard, Capt. J. H. Unwin, D.S.C., R.N., who has been appointed Commodore Superintendent in the rank of Commodore First Class.

DOCKYARD TECHNICAL COLLEGE END-OF-SESSION SERVICE

OWING TO a scare about a possible unexploded bomb discovered during excavations near the Dockyard Church, the End-of-Session Service for the Dockyard Technical College was this year held at St. Mark's Church, North End. The change of place had no adverse effect upon the attendance nor upon the quality of this impressive service. The address to the apprentices was given by the Rev. Charles Paton, O.B.E., R.N., Chaplain of the Royal Naval Barracks, Chatham, and the service was conducted by the Chaplain of the Dockyard, the Rev. Darrell Bunt, O.B.E., M.A., Q.H.C., R.N. The lesson was read by the Principal, Mr. J. Goss, A.M.I.N.A. There was a good representation of Dockyard managers and their wives, and some parents of the apprentices were also present.

EXHIBITION

IN CONNECTION with August Navy Days, an exhibition of painting, photography, etc., by Admiralty civilians will be held in Murray's Lane Canteen. It is already apparent that this will be very considerably larger than that held at Easter.

Notice to Contributors

PLEASE INDICATE ON YOUR ARTICLE THE NUMBER OF WORDS, AND SEND IN YOUR NEWS AS EARLY IN THE MONTH AS POSSIBLE

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HER MAJESTY'S

DURING THE Second World War the submarines of the Royal Navy had a record of achievement which was second to none. Their successes totalled over two and a half million tons of enemy merchant shipping sunk and damaged, in addition to the destruction of 41 U-boats, 14 major war vessels, and 112 minor war vessels. The bill for these successes was high, for 74 of our submarines failed to return to base—in all, this represented one in three of all the submarines used throughout the war. When one considers that in numerical strength our submarine personnel at that time comprised just two per cent. of the total naval strength, it will be more fully appreciated how thoroughly the officers and men who made up the crews went about their task.

Today our strength lies in the keenness, efficiency and intelligence of our men. The present strength is roughly 3,500 ratings, from various branches and with a variety of trades, almost all of whom are volunteers. Only the most physically able of naval ratings can be accepted, for the job entails alertness, the ability to live in close confinement with one's messmates, and above all a presence of mind and temperament which are susceptible to the rigours and vicissitudes imposed by submarine life.

Development

Submarines in varying forms have occupied the minds of inventive men for many hundreds of years and with some degree of practicability since as far back as the 15th century. The time, place and purpose of the invention, and the name of the inventor of the first submersible has never been definitely established; but it is said of Alexander the Great that he descended to the ocean floor in a watertight glass barrel, which was lowered and raised by means of ropes, and that he sat there defying a whale.

Cornelius Van Drebbel, a Dutch physician, in 1620 was the first known man to make a boat travel under water. His craft was made of wood, strengthened with bands of iron and covered with tightly stretched hide which had been well greased to resist water penetration. The craft was propelled by oars which were sealed by leather where they passed through the sides of the ship. This is a far cry from the "T" Conversion class submarine which forms the frontispiece of today's edition—but the spirit of the men who sail in her and their love for adventure remains unchanged.

Through the years the various problems presented to designers have been overcome and in 1776 an American named Bushnell equipped his vessel with the first weapon of war to be used by a submarine. It was an ingenious clockwork mechanism operating a fused detachable charge planned to sink an enemy vessel by underwater attack. America at the time being at war with the English, this submarine, operated by a man named Lee, approached H.M.S. Eagle—a 64-gun vessel flying the flag of the Commander-in-Chief, Lord Howe—and managed to get beneath her undetected. Success was, however, denied him, for all his efforts were aborted by the hard copper sheathing which at the time was

fitted to the bottoms of British men-of-war.

Space here does not allow for further description of the courage, bravery and fortitude of the early submarine operators with their inadequate material and improvisation. But their intrepid enterprise in a medium hitherto beyond the reach of man has evolved a modern weapon of war which, as history records show, has twice been within an ace of bringing Britain to her knees in two world wars.

Our security is threatened as never before by the immense strides now being made in submarine development, culminating in the use of atomic power. We must therefore redouble our efforts to keep our submarine service manned, equipped and trained, as ever, to a standard second to none.

British Submarines in Two World Wars

Great Britain started the First World War with 74 submarines, of which only a few were capable of patrolling in rough weather for any length of time. Peace-time exercises had not, as yet, been sufficiently extensive or realistic for the full potentialities of the submarine to become evident. The magnificent part played by our submarines was due to the vision and foresight of submarine commanders, their officers and men and far-sighted senior officers.

Within three hours of the expiry of the British ultimatum to Germany on August 4, 1914, submarines E.6 and E.8 were on their way to the Heligoland Bight on reconnaissance patrol, and once there built up a pattern of enemy movements of tremendous value. These patrols later became offensive and many valuable lessons were learned, the most important being that the submarine is a weapon whose tasks can be carried out unsupported and alone.

Early in the war it was appreciated that a relatively small force of submarines could menace large surface forces at great distances from the submarine base, as the support given to the Russians in the Baltic late in 1914 showed. Between five and nine submarines virtually stopped the important iron-ore trade from Sweden to Germany, took a heavy toll of German naval forces and caused considerable dislocation of shipping generally in those waters. Simultaneously, submarines entered into the Sea of Marmora to assist in the Dardanelles cam-

paign, and were able to cut the communications of the Turkish Army which was attempting to capture Constantinople.

Submarines were first used for mine-laying in March, 1916, when E.22 laid mines in one of the lanes used by the U-boats passing through the Heligoland Bight.

Our submarines were not only the first at sea at the outbreak of war, but were the last to return to harbour at the end of the conflict. They were stationed in positions to torpedo the German High Seas Fleet, if it had doubled back, on November 21, 1918, when it came out to surrender. During this war 54 British submarines were lost out of a total of 203. Their successes, which included the sinking of 54 enemy warships and 274 other vessels, were such, however, that these early pages of submarine history have remained an inspiration to those who have written the later chapters.

Together with the rest of the Navy, the submarine branch was well prepared for the war which broke out on September 3, 1939. Twenty-one submarines were available at home, and four flotillas were on foreign stations. There was also a large building programme on hand.

On Patrol

On August 31 at 4 p.m. His Majesty's submarines sailed for their patrol areas in the Heligoland Bight and off the Norwegian coast. The submarines were again first on the job and were actually patrolling off the enemy coast at the very hour that war was declared. Their job at that time was to prevent the escape of heavy units of the German Fleet to the Atlantic and to assist Coastal Command in extending the limits of their patrol line.

By early August, 1940, Hitler had decided to invade Denmark and Norway, the latter invasion requiring sea transport for the troops and supplies. As soon as it was realised that this was happening, Flag Officer Submarines, Vice-Admiral Sir Max K. Horton, K.C.B., D.S.O., moved his forces towards these vital targets. Here at last was an opportunity for the "boats" to show their worth, and willingly did they grasp it. Success was such that about 20 ships, totalling 76,000 tons and including the cruiser Karlsruhe, were sunk in under four weeks.

From the outset of the war in the Mediterranean the efforts of the submarines were directed against the



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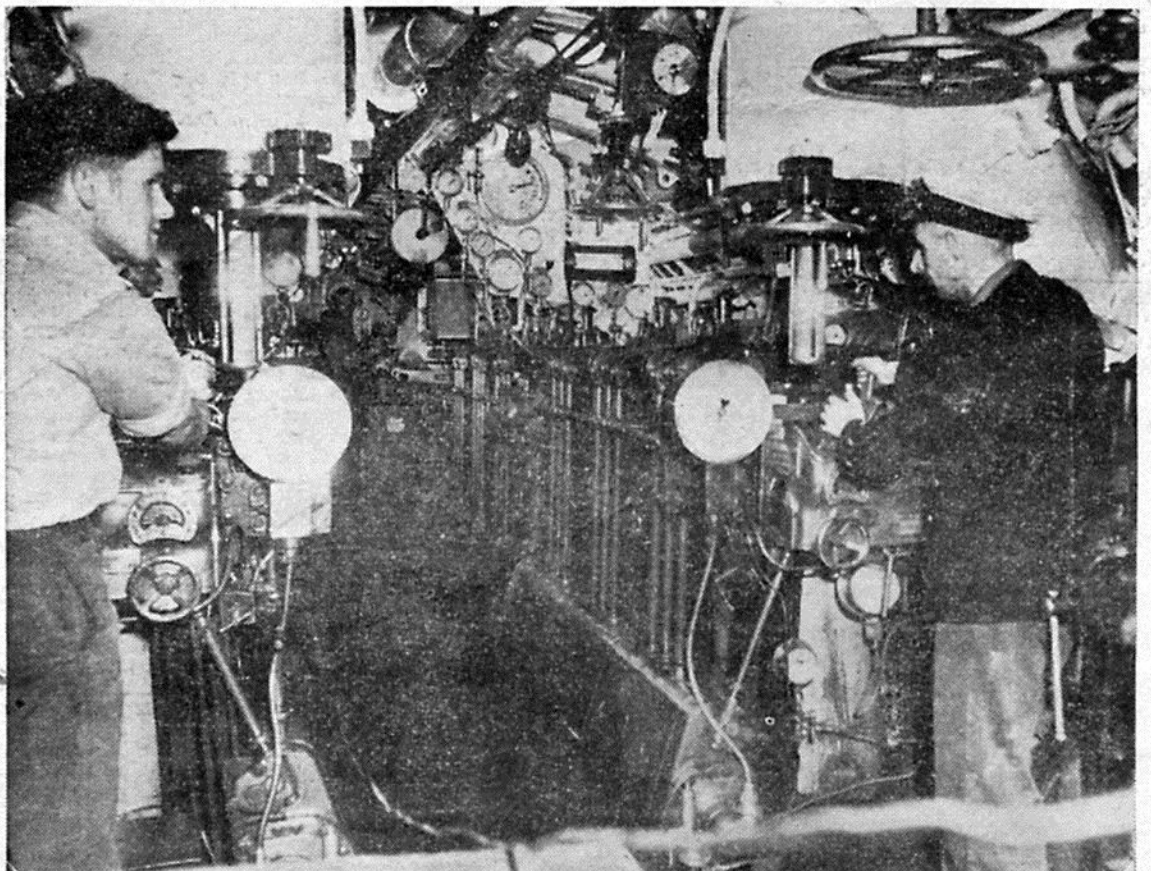
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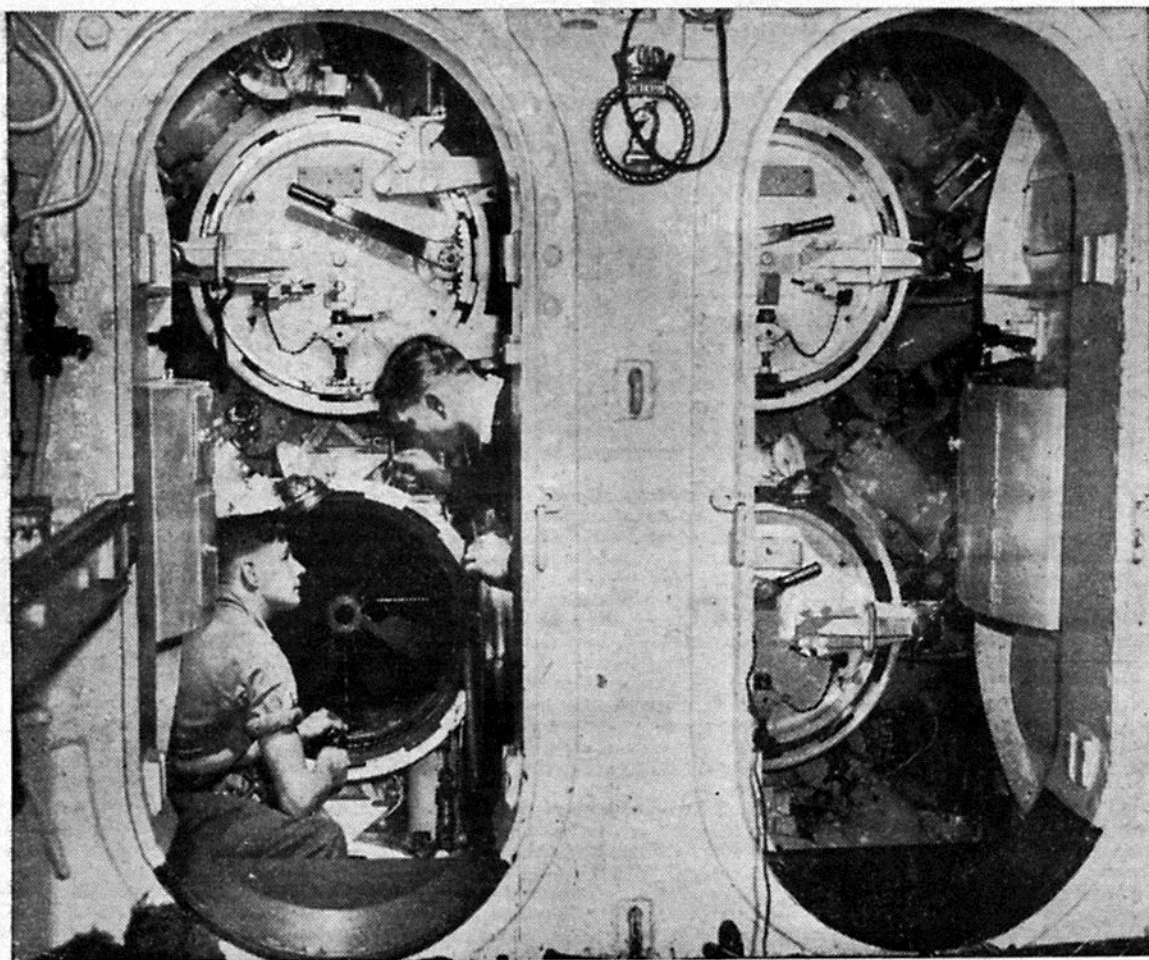


Left
CONTROL
ROOM
AT
DIVING
STATIONS



Right
ENGINE
ROOM

SUBMARINES



TORPEDOES LOADED!

enemy's supply lines to North Africa. It was in the Mediterranean theatre of war that some of our best-known commanders and other ranks served. Lieut.-Cdr. Wanklyn, V.C., D.S.O., of the Upholder, achieved a wonderful record, his Second Coxswain, P.O. Selby, D.S.M., is now serving in H.M.S. Dolphin as a chief instructor with the officers' training courses. This chief petty officer is probably more widely known, by all ranks, throughout the submarine service than any other single man. Apart from the distinction of serving in Upholder he accomplished a seven-mile swim from the sinking submarine Olympus to Malta in 1942—of 104 men who started the swim only nine reached the shore. The latter stages of the war saw him serving as Chief Coxswain in the submarine Storm with Lieut.-Cdr. Young, D.S.O., D.S.C., our first R.N.V.R. submarine commanding officer. This is the submarine so well known through the book, *One of our Submarines*. Selby's war record is full of excitement and merit, his peace-time role being no less distinctive and certainly no less important. Other famous names which should be mentioned are Cdr. Linton, V.C., D.S.O., D.S.C., of the Turbulent, and Cdr. A. C. C. Miers, V.C., D.S.O., of the Torbay. It was also in the Mediterranean that the bravery of Lieut. Roberts and P.O. Gould was acknowledged by the award of Victoria Crosses when they removed two unexploded bombs from inside the casing of the Thrasher whilst on patrol.

When the submarines returned from patrol to Malta G.C., they shared the ceaseless bombing with the inhabitants of the island. Aircraft protection was desperately required for its defences, and stores and R.A.F. personnel were frequently brought into Malta by our submarines.

Attacking Supply Lines

As the tide of war in North Africa ebbed and flowed, the submarines played an increasing role in attacking the enemy supply lines, landing "cloak and dagger" men on remote beaches and sometimes shooting up the trains and bridges on the Italian coast.

Meanwhile, in home waters, it was decided to attack the German battleship Tirpitz, using the midge submarine or "X" craft which had, by 1942, been added to our strength. Six of these craft set out on this attack with orders to destroy the Tirpitz in Kaa Fjord. They achieved such success that, although the Tirpitz was not sunk, she was never again a potential menace. V.C.s. were awarded for this episode to Lieut. Cameron, R.N.R., and to Lieut. Place, R.N.

In the Far East the tempo of the war was increasing and by 1944 sub-

marines spent long periods patrolling the Malacca Straits achieving occasional successes against the enemy. Great use of the gun was made against the Japanese, who employed many junks and light craft for transporting troops and stores. Targets against which torpedoes could be used were few, but when they came success was normally gained. The largest warship sunk in this area was the Japanese 10,000-ton cruiser Ashigara, which fell to the deadly aim of Cdr. Hezlet, D.S.O., D.S.C., who gained five hits with eight torpedoes. This officer, now promoted to Captain, is serving at H.M.S. Dolphin as the Chief Staff Officer to Flag Officer, Submarines, Rear-Admiral Fawkes, C.B., C.V.O., C.B.E.

Far East Operations

It was in the Far East theatre also that once again the midge submarines proved so effective. They cut the important communication cables between Singapore and Hong Kong, and carried out a very brave attack against the Japanese cruiser Takao in the confined waters of the Johore Strait. For the latter operation, Lieut. Fraser, R.N.R., and L.S. Magennis, a diver with superhuman endurance, were each awarded the Victoria Cross. It is here worth recalling the words spoken by Sir Winston Churchill in the House of Commons during the war:

"I have often looked for an opportunity of paying tribute to our submarines. There is no branch of H.M. Forces which in this war has suffered the same proportion of fatal losses as our submarine service.

"It is the most dangerous of all services. That is perhaps the reason why the First Lord tells me that entry into it is keenly sought by officers and men. "I feel sure the House would wish to testify its gratitude and admiration to our submarine crews for their skill and devotion, which have proved of inestimable value to the life of our country."

This is indeed a tribute to the men who have chosen this branch of the Royal Navy in which to serve. Men such as Chief E.R.A. Killain who, with cool thinking and an excellent example of good leadership, enabled 17 men to escape from the engine room of the Umpire as she lay crippled on the sea bed after having been rammed. This chief petty officer even went so far as to move out of the submarine to check that the hatch was free and all was clear, and then returned into the vessel to encourage and assist the remainder. Men such as Chief E.R.A. Lister (now commissioned engineer officer, serving in H.M.S. Hornet), who carried out one of the most daring and well-planned escapes ever

made from a German prisoner-of-war camp. Tremendous tribute has been paid to Lister in both *The Colditz Story* and *The Latter Days*—but his adventures would well fill a book—men such as C.P.O. Averillo, D.S.M., who is at present serving as a Senior Instructor in the 100-foot escape tank at H.M.S. Dolphin. Averillo, when serving as a leading seaman gunlayer, was the perpetrator of an unfortunate incident. When carrying out practice gun drills in the submarine Otus, lying in Alexandra Harbour, he selected as a target for the morning's gun drills King Farouk's Palace—a perfectly feasible thing to do except for the fact that a live round was selected, loaded and fired; the aim, as one would expect, was true. Range and deflection corrections were not needed, however, as the shoot finished then and there. Men such as Chief E.R.A. Wright, D.S.M., B.E.M. (now commissioned engineer officer serving in H.M.S. Dolphin), who accompanied C.P.O. Selby on that tremendous swim from the sinking Olympus to Malta, and C.S.M. Sandcock who, in 18 years of service in submarines, twice escaped from sinking submarines, once before the war from the Poseidon in the Far East and once during the war from the Cachalot in

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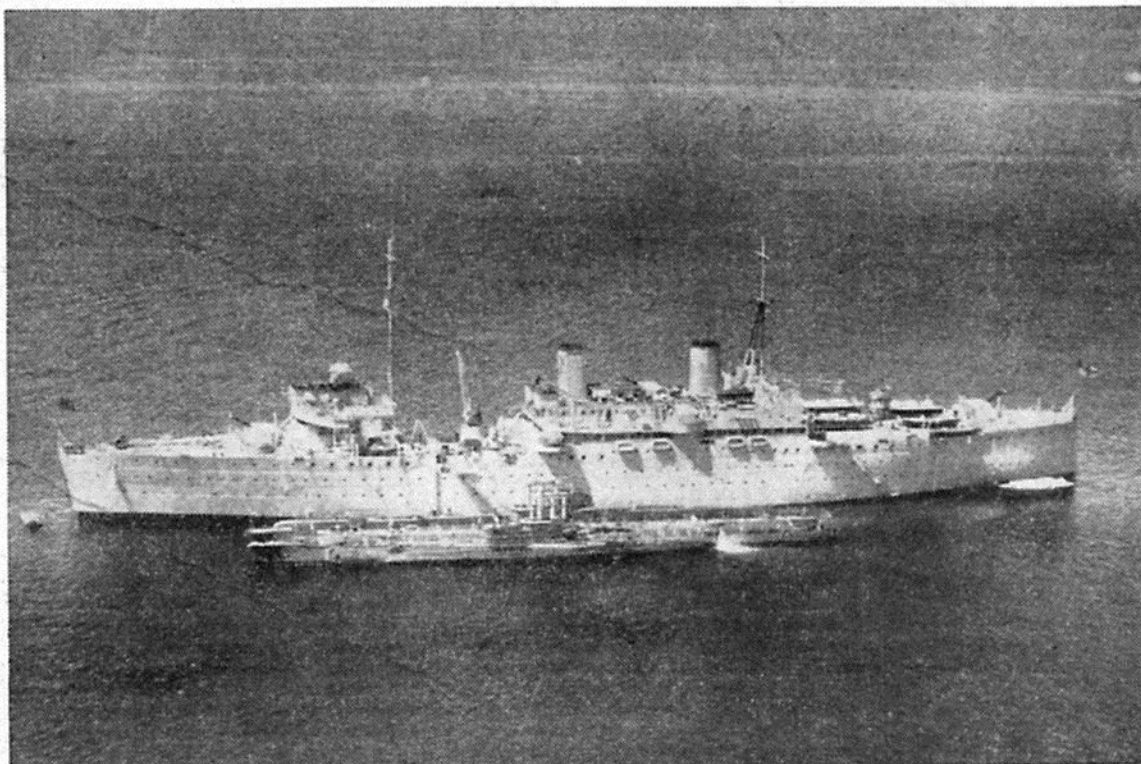
the Mediterranean. Sandcock is still working for submarines although now on pension he assists in and maintains the equipment in the Model Rooms at the Submarine Training School in H.M.S. Dolphin. Yet another was Chief E.R.A. MacCurroch, D.S.M., who carried out over 45 operational patrols, serving in the submarines Safari with Cdr. (now Rear-Admiral) Bryant, D.S.O., D.S.C., Tigress with Cdr. (now Capt.) Bone, D.S.O., D.S.C., and Strongbow with Lieut. (now Cdr.) Troup, D.S.C.*

One could continue this list to cover a large number of editions—for men such as these abound in the submarine service: they are indicative of the whole.

Volunteers are still, as always, required in the Submarine Service which offers great scope for application of initiative at all levels.

Submarine pay is awarded on completion of the general submarine training course. For chief petty officers this is 6s. per day, petty officers 5s., leading rates 4s. and able seamen or equivalent rates and below 3s. This is responsibility pay, for the submarine rating is required to know more than his contemporary in general service—it is not danger money.

Submarines are serving in all our fleets throughout the world; with the First Squadron based at Malta on the depot ship H.M.S. Forth; the Second Squadron at Portland where the submarine plays a major part in training our anti-submarine forces; the Third Squadron in Scotland at Rosyth; and the Fourth Squadron in Australia covering the whole of the Far Eastern Station. Our Fifth Squadron is based here at Portsmouth where all the basic submarine training is carried out.



A SUBMARINE DEPOT SHIP WITH THREE SUBMARINES ALONGSIDE. THE OUTBOARD SUBMARINE IS CHARGING MAIN BATTERIES

"Good Morning"—A Newspaper contribution to the War at Sea

THE ORDINARY greeting, "Good morning," has little or no significance for the majority of us, but for thousands of sailors and ex-sailors it carries a special meaning and one of the happier memories of the difficult war years.

For *Good Morning* was the name of the newspaper which brought news of home and family, and a few hours of recreation each day, to thousands of submariners on war patrol. It was the world's first and only daily newspaper to be read *only beneath the sea*, and so eagerly was it looked forward to each day that commanders said the boys would sooner have missed their daily tot than their *Good Morning*!

For 924 days, seven days a week, it appeared, battle or calm, crisp and new, at breakfast time in every mess in every British submarine on operations. It was the most remarkable and most widely circulated newspaper in the world, and from the date of its first publication—May 1, 1943—until its death on October 8, 1945, months after the end of the war, it provided continuous new reading matter for crews of operational submarines who had no access to other newspapers for weeks on end. It formed a link between submarine crews and their families, with photographs and messages from home, and the inevitable pin-up girls which were cut out to adorn and add a touch of gaiety to dull, too-familiar mess decks.

Good Morning was published by the *Daily Mirror*—probably still the Navy's favourite paper—and innumerable letters of appreciation from all parts of the fighting world, and from relatives of submariners at home, bore witness to its popularity and to the great need it fulfilled.

Fathoms deep in mid-Atlantic; weeks at sea in mid-Pacific; every morning at breakfast—there it was a *Daily Mirror* tribute to the men beneath the sea, with messages from their homes and news of the families they had not seen for months and years.

There was no red-hot news. A murder in Piccadilly the night before had little glamour for a sweating seaman 40 fathoms deep in the Atlantic with a formation of Heinkels in the air above. The paper carried the kind of news the submariners wanted—news from their own homes, intimately, exclusively for them. A picture of Bill's new baby that he'd never seen; a word about how old Charlie's tomatoes were doing; a photo taken at Edna's wedding.

Other branches of the Service envied the submariners their paper, but it was generally agreed that they deserved it. Mr. A. V. Alexander, First Lord of the Admiralty, called it "one of the happiest inspirations in journalistic enterprise," and the story of its publication is one of the most dramatic and human stories of the war.

Born with a struggle (it was first vetoed at high level as "impossible") and produced by half a dozen men under conditions of sworn secrecy, it was delivered daily at sea as the dawn watch ended. The coxswain became the newspaper boy, but he had no need to go on a round—there was always an eager queue outside the "news stand" for the first copies.

How could it happen—a newspaper every morning in mid-ocean? Like this: It was obviously impossible to send it out daily from London, so it was dispatched from the printers in batches of 28 days' issues at a time.

A whole month's newspapers, with six copies of every day's paper for every British submarine, were parcelled up and sent to the Admiralty, then quickly labelled for individual boats and rushed to the G.P.O. From there they were whisked off by air all over the world to the bases for which the ships beneath the sea were making—Gibraltar, Malta, Colombo, Fremantle...

As the submarines glided in, the

parcels were rushed from the plane, eagerly loaded, safely stowed.

Then daily at sea the coxswain handed out six copies of the day's paper. The copies were not dated; dates matter little when you are out on patrol; instead they were numbered. Never was a paper looked forward to more eagerly or read more avidly when it arrived. It became tantalising to have the next day's issue on board without knowing what was in it—especially when Jane was in a particularly piquant predicament! The coxswain was the most envied man on the boat in those days. He had all the copies locked away, and it was said that... but he always hotly denied it.

It was also rumoured that certain submarine commanders had occasionally nonchalantly suggested to the coxswain that it might be a good idea to run a midday edition "instead of tomorrow—just for this once."

But only once was the order "one issue a day" violated. A submarine had been hit by a depth-charge. Noiselessly the grey shape sank to the seabed. The engines were dead; there was only quiet and a high-pitched singing in the ears as the boat went slowly down.

Inside the submarine there was the strange, tense atmosphere of men perhaps about to die—slowly, quietly and alone.

Then the coxswain came round. With him he had a large parcel. One by one he peeled the papers off—tomorrow, and tomorrow, and tomorrow: the tomorrows they did not expect to see.

Three weeks of daily newspapers all at once. It was a gesture. There was no point in wasting them.

Eagerly the sailors raced through Jane, searched for the pin-ups. There was a picture of old Jack's wife and kids in the garden at home. "Where's old Jack? ... Tell old Jack there's a picture of his missus ... No, don't tell old Jack ..."

Then suddenly the sound of an engine throbbing. The engineers had won! There was a cheer.

And was the coxswain embarrassed! They had to go without their daily papers for the rest of the trip!

Four men were chiefly responsible for producing *Good Morning*. For the first six months they worked without knowing how the paper was being received. It contained no clue to its origin except its similarity in make-up to the *Daily Mirror*, and the strips—Jane, Buck Ryan, and the rest.

Then there began what was probably the closest friendship ever known between a publication and its readers. Letters flooded in—thanking, congratulating, just chatting.

Every time a submariner had a wedding or a christening, *Good Morning* was invited. More than 1,000 families were visited.

Good Morning's two reporters became best man and godfather time after time. And every time submariners were in London they used to drop in on the *Daily Mirror* for a chat and a pint round the corner—and to say "Thank you."

Good Morning was also responsible for the establishment of an institution every British submariner knows and remembers with gratitude—the Good Evening Club, a super canteen in Dunoon where a submariner could find almost everything he could wish for. There were easy chairs, books, radios, a piano, dances, a bar, and 50 Hercules bicycles which could be borrowed by the day—not to speak of a laundry service. But that's another story.

Good Morning was certainly one of the most remarkable papers ever published, and today thousands still cherish with gratitude copies of the paper which brought them so much pleasure during the war years, and which fulfilled a real need in the lives of the Navy's loneliest men.

VICTORY GALA DAY



THIS, THE first of what we now hope will be an annual event, went off with a swing beyond our hopes. Much preparation and organisation was required to launch this enterprise, but the biggest pre-gala headache was the uncertainty of the weather which, for the few days previous, had been consistently bad, to say the least.

However, the 21st dawned bright, the organisers consulted the weather experts, the show was "on"—and what a grand day it was.

At 3 p.m. to the dot Miss Mary Priestly, the well-known pianist, came to the microphone and formally opened the gala in the wardroom ground. Miss Jane Elizabeth Smith, daughter of C.P.O. Smith, presented Miss Priestly with a bouquet.

Fun and Games

It was so nice to see how the majority of the children were "let off the reins," and they made the best of it too. Seesaws, slides, roundabouts and tricycles were available to the younger children, whilst the more staid youngsters seized airguns and tried their marksmanship. True aim was necessary, too, for the coconut shies. For all children there was a treasure hunt in the grounds. The bowls laid out on the lawn for the children attracted a large number of Mums and Dads, too.

At 3.30 a programme of races for all ages was held on the spare ground. The starter of all the races, P.O.S.M. Eillick, is to be admired for the successful and delightful way in which he managed the very large number of entrants, especially among the younger children—not many tears were seen, but even those few were soon dried. There is no truth in the rumour that Mr. Mills, of the First Lieutenant's sub office, is entering the next Olympic Games—but he sure can run, and won the veterans' (pensioners only) race with a terrific turn of speed.

Speed was the cause of the one and only casualty in the mothers' race—and to be known in future as the "post office stakes." One lady ran so fast that she was unable to pull up before crashing into the corrugated fence at the end of the field. After a few moments it was found that she had recovered without any ill effects.

Prizes for all races were presented on the spot by the First Officer, W.R.N.S., Miss Bammant. Credit for the selection of the prizes must go to Second Officer Witney, who must have given the matter some considerable thought.

The knobbly knees and trim ankles competitions, held immediately after the races, was not lacking for entries. The judges must have had a hard time of it to select the winners from

the large numbers, but first prize for knobbly knees went to G. E. Toune, and the trimmest of many trim ankles were adjudged to be those of Mrs. Eve Bruce.

The garden produce, flower and handicrafts tent was a great attraction, and here too the judges had a difficult job. Prize-winners are so numerous that space does not allow for publication of their names, although they deserve it.

During the whole afternoon the barracks accommodation was open to visitors, and tea was provided for junior ratings in a marquee erected on the parade ground. C.P.O.s, and P.O.s, and their guests had tea in their messes.

Tug-of-War Final

At about 5.30 the wardroom grounds were deserted in favour of the parade ground, to watch the final of the tug-of-war competition between Anson Group and Howe Group. This was carried off by Howe in a splendid win of two straight pulls. Then followed prize-giving for the winners of the tug-of-war, garden produce and handicrafts exhibits. Prizes were kindly presented by Mrs. Evans, wife of Commodore Evans. One C.P.O. who won a couple of prizes for the results of his gardening efforts and received two garden forks was heard to remark to his wife "One in each hand—now get cracking." On conclusion of the prize-giving, Mrs. Evans was presented with a bouquet by Michael English—youngee son of C.P.O. English.

The Boy Cadets of Victory and Vernon put on a very lively and spirited field gun run. Both teams worked hard and well, but Victory scored the win with a time of 1min. 56sec. This was faster than their time for the Brickwood Trophy, 2min. 2sec. It was a good show anyway.

Grand Finale

Then came the grand finale—beating of "Retreat" by the Bluejacket and Royal Marine Command Bands. This really was of the highest order in precision and performance, and they received great applause, which was well deserved.

The gala was brought to an end by the playing of the Ceremonial Sunset hymn "The Day Thou Gavest." After the National Anthem our guests made their ways—many to soak their feet, perhaps! But it was a grand day and we feel sure that both guests and hosts will remember it for some time to come.

D. G. B.

GLOBE TROTTINGS

LONDON.—An unsinkable swimsuit has been invented by a Lancashire man and demonstrated in a London swimming bath. A girl in a swim-suit had a brick fastened to her waist, she was tied hand and foot and flung into the water. Four seconds and she was afloat. The secret—two "buoyancy" panels fitted under the bust-line.

RUSSIA.—The remains of a 25-million-year-old mammal, resembling a rhinoceros, have been found in Soviet Kazakhstan.

OXFORD.—Zena Bountiful, a seven-year-old Friesian cow, has become the youngest in the world to yield 50 tons of milk.

JOHANNESBURG.—A coloured shoemaker went to his doctor complaining of pains. The doctor ordered an X-ray and, quickly, an operation, for the X-ray showed nails in his stomach. The operation which followed revealed 1,000 nails. The shoemaker explained that he kept nails in his mouth as he worked and sometimes swallowed them.

PHOENIX, ARIZONA.—Harold Rothman, admitting that he is "foresighted, to say the least," filed a claim for 100,000 acres of the moon. The claim was accepted by the Recorder's office.

EGYPT.—Dr. Ghoneim, Egypt's chief inspector of antiquities, has, for two years, been digging laboriously into a shapeless hill 15 miles south of Cairo. Using calculations known only to Egyptologists, he completed an archaeological dig which yielded a burial chamber containing the sarcophagus (stone coffin) of an Egyptian Pharaoh who died 4,700 years ago. Tutankhamen's tomb is only 3,200 years old.

SAHARA.—With the wind as its ally, a silent, yellow sand invader is advancing, smothering and suffocating life along a 2,000-mile front. For thousands of years the Sahara has been advancing, destroying forests and fertile land.

In the time it takes to smoke a cigarette the Sahara Desert—already bigger than the Continent of Australia—has advanced another yard.

A giant afforestation programme is needed. Four thousand feet under the desert fantastic natural reservoirs have been discovered. If these can be tapped the Sahara could then become as rich and productive as a fruitful garden.

GOLD COAST.—The Gold Coast is, after Malaya, the richest of all British dependencies. It is the largest producer of cocoa in the world and the largest exporter of manganese. It also has great wealth in timber, gold and diamonds, and has vast potential wealth in bauxite, aluminium and hydro-electric power. The population of the Gold Coast is now estimated to be about four millions.

BRITAIN.—Some prisoners in jails and Borstal institutions are taking London University honours degrees, and one has gained first-class honours in Chinese.

SOUTH AFRICA.—A South African hotel-keeper in Cape Province is offering guests 2s. in the £ off their bills for each day it rains.

WASHINGTON.—The U.S. Census Bureau says that the nation's population, including the armed forces overseas, was about 161,969,000 on May 1.

LOS ANGELES.—A man aged 29 has hiccupped once a second, night and day, for more than six years.

DORTMUND.—A 55-year-old German claims to have set up a new world record here by playing the piano continuously for 401 hours.

MELBOURNE.—Pidgin-English will eventually be superseded by English as the official language of the Pacific Island Regiment in New Guinea, the Australian Army Minister, Mr. J. Francis, recently said.

Film Review

"SEAGULLS OVER SORRENTO"

WELL DONE Metro-Goldwyn-Mayer! July 15 saw this film screened before a predominantly naval audience. Having seen the stage play five times, I went along with misgivings, fully expecting a bevy of box-office-attracting chorines, with perhaps the H-bomb thrown in for good measure. A grand surprise; the addition of the American angle improved an already good and original story. This deals with secret submarine tests off the coast of Scotland during the war. It was difficult to pick out the stars; Gene Kelly played just the right angle, whilst Sidney James pulled the laughter stops whenever he was on the screen.

Best moment: When the two American gobs sit watching our sailors at P.T. under the strict P.O. Herbert.

Annoying point: All technical and only a sailor would bowl them out. Firstly, the T.A.S. badge worn in the film was not in existence during the war. The Navy never speak about time as "eleven hundred hours."

Go along in your thousands and enjoy 90 minutes of fun.

Jack Shilloo.

Medical Hints

CARE OF THE FEET

IF WE took a little more care over the hygiene of our feet, we would prevent many of the minor ailments that arise so commonly in this part of the body, especially in hot weather. Keep your feet clean, dry and, as far as is practicable, cool. Thick woollen socks and rubber soles are potential trouble-makers. Avoid tight-fitting shoes and always get nails dealt with immediately. If you could always walk about barefoot, the chances are that you would never get "toe-rot." Sandals in the tropics are the next best thing, but be careful to avoid friction from the straps. Always keep the feet, and especially the toe clefts, well dusted with powder. Report early to the sick bay if anything unusual develops.

R. S.

ATOMIC ENERGY RESEARCH ESTABLISHMENT—HARWELL

There are a considerable number of vacancies at Harwell for ex-Royal Navy personnel, or those to be released during 1954-55, especially in the following classes:

ENGINE ROOM ARTIFICERS
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Other Tradesmen are required and should apply.

There are also vacancies for both men and women for Resident Catering and Hostel posts, Process Work Security Watchkeeping, Laboratory Attendants, etc. Further details are set out in the booklet "Careers in Atomic Energy" which can be obtained from the address below, or from the Re-Settlement Officer, Royal Naval Barracks, Portsmouth.

SENIOR LABOUR MANAGER, A.E.R.E., Harwell, Didcot, Berks.

FILMS



GAY AND DELIGHTFUL DEBBIE REYNOLDS

LONDON'S NEW airport will be seen when Ealing's "Out of the Clouds" is premiered early next year—several months before the first air travellers pass through the new tunnel and central passenger buildings. The Civil Aviation Ministry have granted the film-makers access to plans, sketches and models of the new airport, and these will be reproduced in the picture. The film tells the story of a romance between an American and a girl from Central Europe. They meet and fall in loving during a 24-hour wait at the airport.

You'll soon be seeing that wonderful Chaplin classic of the mid-thirties, "Modern Times," for the company Charlie helped to found, United Artists, are putting the film out again this month. Although Charlie doesn't speak in "Modern Times," you will still hear his voice for in one sequence he sings in gibberish.

In production at Elstree Studios is the Associated British film "The Dam Busters," starring Richard Todd and Michael Redgrave, the story of the famous R.A.F. raid on the German dams. For his part as Flight Lieutenant Martin, one of the Australian pilots taking part in the raid on the Ruhr dams, Bill Kerr needed slightly prominent ears and a bushy moustache to conform to the physical appearance of Martin. With the moustache there was no problem, but to push out ears—that was different! In make-up man Stuart

Freeborn's chair, Bill Kerr had four ounces of dental impression paste slapped behind his ears, two ounces behind each, to form impressions which were then cast and, in turn, moulded in plastic. The finished articles were then stuck behind Bill's ears with a white rubber solution.

Kirk Douglas is to star in Universal-International's big Western picture, "Man Without a Star." Adapted from the novel by Dee Linford, the film is set in Wyoming in the 1880s. Douglas plays a cowboy who tries to establish his own small ranch in the face of powerful opposition from a wealthy cattle owner.

Tony Curtis's 13-year-old brother Bobby has been signed by Universal-International to make his film debut in a featured role in "Five Bridges to Cross." He will play a member of a juvenile gang.

They met on the set at Pinewood Studios—the kings of comedy and clout. Comedy king Norman Wisdom was filming a boxing sequence for his new picture, "One Good Turn." Clout king Sammy McCarthy, new British feather-weight champion, was there to see that his favourite comedian didn't put a glove wrong. Between rounds they congratulated each other on their success. Norman is handy with his fists. His screen opponent says so, and he should know. He is Riccy McCullough, ex-light-weight champion of Northern Ireland.

H.M.S. HEDINGHAM CASTLE

WEATHER WAS perfect for the 2nd Training Squadron Regatta on July 7, and we expected some interesting times. The first half proved most successful—two firsts and a second brought us level with H.M.S. Brocklesby. Whatever the reason, sun or big dinners, we declined into third place. Congratulations to the seamen, commissioned and miscellaneous, and officers for their pulling.

As part of Operation "Fairhop" we visited Torquay and St. Helier. There's no doubt about Jersey's popularity with Hedingham Castle—it was with great regret that we left. Our visit to Falmouth was coincidental with the town's Navy Week, and the ship was open to visitors. The Corporation laid on free tennis for us and many other facilities were provided and enjoyed. It was a pity we could not stay for the remainder of Navy Week because we had to return to Plymouth for stores, thence to Portland to assist in the N.A.T.O. Exercise "Haul."

Admiralty Special Fund

A.F.O. 1774/54 reminded officers and men about the Admiralty Special Fund which exists to relieve temporary need arising amongst officers and ratings serving and ex-Service, and their dependants. This fund does not conflict with the Royal Naval Benevolent Trust, which ratings and dependants should normally approach in the first place. The Admiralty Special Fund may be able to supplement any assistance given by the Trust, or to assist when the Trust has been precluded by its rules from doing so. Applications for assistance, giving full particulars supported by any available evidence, and stating in the case of ratings whether application has been made to the Royal Naval Benevolent Trust, should be addressed direct to: The Secretary, Admiralty Special Fund, Naval Law Branch, Queen Anne's Mansions, St. James's Park, London, S.W.1.

Stamp Collecting

FEW PEOPLE are probably presented with better opportunities of building up a stamp collection than members of Her Majesty's Navy. The purpose of this article and those which follow will be to advise and teach novices the art. Broadly speaking there are three types of collectors:

- General Collectors.** These collect the whole world;
- Specialists.** As the name implies, they select one or a few countries and endeavour to build up a comprehensive collection of each.
- The Accumulators.** These simply build up a rough and ready accumulation of any kind of philatelic material.

Firstly then you must decide in which category you can best function. It is quite obvious that to be a serious general collector you need a deep pocket, therefore this is outside the range of most of us. The choice then is between (b) and (c).

The inexperienced collector can easily waste money through paying excessive prices for poor stamps, too elaborate equipment, etc., so make a particular point of ascertaining whether in your ship you have an "old hand" at the game.

How are you to start and what is the minimum equipment required?

Remember your object is to build up a collection of stamps; in the main you have the following sources of supply:

- The Post Offices;
- The dealers;
- Stamp collecting clubs (these forward stamps by post in a circuit system);
- Gifts from friends who receive letters from overseas.

As a beginner you should keep your equipment to the minimum, but the following are essential:

- A thick exercise book (you can obtain an album when you are more advanced);
- Hinges (buy the best);
- A catalogue. One of the following will serve your purpose. Catalogues published by Stanley Gibbons, Commonwealth, or Whitfield King.

Assuming you are starting from scratch, and you have decided to build a modest collection of British Empire, a good first step to increase your general knowledge of philately is to purchase a packet of say 500 stamps and examine them carefully. Check them in your catalogue for design, paper, watermark and perforation.

I would advise you to collect British Empire: as one would expect in the United Kingdom there are far more collectors of Empire than foreign.

Another important issue you must face. Are you going to collect used or mint? In many cases the former are cheaper although it is quite impossible to generalise, for instance, used stamps from small islands within the British Commonwealth may well be more expensive than mint. Regarding prices to be paid, I personally work on the basis that for used stamps one-third of the catalogue price; but here again many factors have to be considered, e.g., rarity and condition. Be careful of "bargains." As your experience grows you will have your "lucky buys," particularly if you become a specialist and have just that little extra knowledge which gives you discernment in purchase.

(To be continued)

W.R.N.S. Late News

Leave

Nowhere to go on leave?

Why not go to Philipps House, Dinton, Wiltshire. This lovely house is now the property of the National Trust and leased to the Y.W.C.A. Situated in beautiful grounds, Philipps House is within easy reach of Salisbury, Bournemouth, Winchester and Stonehenge. Terms are very reasonable and any enquiries should be addressed to the Warden.

Tips

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BOOK REVIEWS

TO HIDDEN DEPTHS: Capt. Philippe Tailliez. (William Kimber, 16s.)

At a time when France lacks neither troubles nor critics, it is very satisfying to meet yet again examples of the courage and dash of the Frenchman. Capt. Tailliez is one of the small band associated with Capt. Cousteau, pioneers of the underwater exploring so rapidly becoming a favourite sport even in our dark northern waters. Those who have read the work of Dr. Hans Hass will enjoy the approach of the Frenchman, so different from that of the Austrian. To Hass, the sea holds the mellow fascination of the still white wines of Vienna, full of shifting shadows, half-dream. To Tailliez, the sea is champagne. He glories in the upstarting bubbles that rise along the rigging of an ancient wreck and light the path of the free diver to the bright ceiling of the surface. I even forgave him for crediting the Fleet Air Arm's attack on Taranto to the Royal Air Force.

MEMOIRS OF A BUCCANEER: Louis le Golif. (George Allen and Unwin, 12s. 6d.)

'Od's blood, my masters, here be pirates, here be sinkings, hangings, carronadings by land and sea. Here be fine wenches, dark ladies o' Spain, and here be the Brethren of the Coast to love 'em. Here, in particular, is Louis le Golif, filibuster and ladies' man, whose manuscript, discovered in St. Malo at the end of the late war, has been cleverly edited and gustily translated so that the old ruffian swaggers through the pages of a book I couldn't lay down. This is a book for those who can enjoy at once Hornblower and Casanova, in the person of one whose loss of "the flesh of my left buttock in battle" gave him a magnificent nickname but in no way inhibited his further activities and exploits.

R. I. C.

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COMMAND NEWS

H.M.S. VANGUARD

THIS BEING our first contribution to the Command newspaper, we should like to extend a greeting to all Pompey ratings, both at home and abroad.

With arrival of Vanguard at Portsmouth on July 21, we came to the end of the summer cruise. There is a possibility that this may be the last summer cruise in which Vanguard takes part. The summer cruise this year consisted of visits to Scottish and Scandinavian ports—quite a combination. It was, all in all, a very popular cruise, even though most of us cannot speak a word of Scots. The Home Fleet regatta was held at the residential Scottish resort of Scapa Flow, with the sheep in attendance. The regatta itself was won by the Fourth Destroyer Squadron, with Vanguard a close second. It did seem in the early stages as though we might win, but the destroyers had just that little extra at the finish.

The Scandinavian cruise was highlighted by visits to Oslo and Halsingborg (on the southern tip of Sweden). At Oslo, sightseeing trips were the order of the day. Those in pursuit of relaxation in the evening found the prices exorbitant and the local brew potent. During our stay at Halsingborg we were honoured by a visit from H.M. King Gustave of Sweden, who, wearing the uniform of a British admiral, inspected the ship's company at divisions. The natives were very friendly, the girls blonde and beautiful, especially so. Oh, to be able to speak Swedish! In fact, Halsingborg was quite a success.

On our arrival at Portsmouth we immediately prepared for our lengthy docking period at Devonport (do I hear someone cry, "What, in dock again?"). This will mean a substantial reduction in the complement; roughly 600 remaining on board and about 800 going on draft, some of whom will be transferring to H.M.S. Tyne, with the flag of the Commander-in-Chief, Home Fleet. No longer will we be able to assert our proud claim to be a "floating R.N.B." Our future programme is, at the moment, very uncertain. Wild speculation is rife, and as one O.D. was heard to say, "Shouldn't be surprised if they use her for bombing practice next year!"

M.R.

H.M.S. GAMECOCK

Navy Day—July 3, 1954

AMONG THE estimated 5,000 visitors who attended the Navy Day at H.M.S. Gamecock were the Lord Mayors of Coventry and Leicester and the Mayor of Nuneaton. It is estimated that over £300 was collected for naval charities. This sum was quite surprising as the weather was not what it was hoped.

Although the day started as a bright sunny day, it became overcast, and by dinner time it was raining. This dampened the spirits of all who had worked so hard to make the day a success. Their disappointment was soon to be relieved, as the sun broke through in time to allow all the air and static displays to be viewed in fair weather.

The high-light of the day was the landing of a naval assault party from a helicopter under air cover provided by 1833 and 1844 R.N.V.R. Squadrons. They attacked an "enemy"

position suitably built on the airfield. After laying mines they retired and were again carried off by the helicopter. The enemy was then strafed, bombed and left in flames. The fire was extinguished by the station fire fighters, who were last year's Southern Area champions and Home Air Command runners-up.

Congratulations

The regulars of H.M.S. Gamecock offer their congratulations to Sub-Lieut. Taylor, R.N.V.R., on his escape when his Sea Fury aircraft "pranged" at Wolvey on Sunday, July 11.

Christening Bell

A bell, which is thought to have been used as a font, was found in the church of St. Christopher, H.M.S. Gamecock, and after much "spit and polish," was used at the christening of Ian Webb, the son of L.A. and Mrs. Webb, on Sunday, July 18.

H.M.S. FINISTERRE

H.M.S. FINISTERRE has at last found time to take a few days off from her usual duties as H.M.S. Excellent's gunnery training ship.

She spent a week at Bornholm; to save pouring over the charts, Bornholm is a little island not much larger than the Isle of Wight just off the coast of Denmark. It was a pleasant change for the Finisterre's crew to get away from the bang—pause—bang of her twin four-fives. This, however, was replaced by swarms of blonde children begging for "penees." These they polished until they shone like a mess fanny at rounds. Of the run ashore, it was generally described as quiet but enjoyable.

On her return from Denmark the Finisterre's crew prepared for her next assignment. This was the honour of being the flagship of the C-in-C., Portsmouth, for his visit to the Channel Islands. Everyone "turned to"—seamen, stokers, writers, stewards, messmen and sweepers. Some swore they would die of exposure. Not being used to air in its raw state, they preferred it mixed with rum fumes and tobacco smoke, but even the weakest survived, and all were ready for a run ashore on reaching Jersey. Ah, Jersey! A sailor's paradise. Beer 10d. a pint, cigarettes 1s. 2d. for 20, and girls galore. It was enough to make anyone sign on. While the C-in-C. was making his official visits the crew were making merry. All the same, we were not sorry in some ways when the time came to leave. Even the strongest can only stand so much. After a week of heaven the "Fini" steamed back towards the Nab Tower and Pompey. As an after-thought, does any reader know how the tower obtained its name?

The visit to the Isle of Wight on July 10 by Her Royal Highness The Princess Royal, accompanied by the C-in-C., Portsmouth, and several members of Her Majesty's Government, in H.M.S. Finisterre, was the latest honour bestowed on her ship's company, who responded with great enthusiasm. "Fini's" paint-work and deck shone even more than usual (if that be possible!).

Although the visit was only a short one, the sun shone for a change and so completed the day.

H.M.S. REDPOLE

At Alderney (July 10-14)

ALTHOUGH THE local inhabitants of our "second home" were well prepared for our coming (those of the opposite sex under 95 and over 16 suitably armed) our stay, though brief, was, as usual, very enjoyable.

Three dances, a few football matches and several lawns were laid on, and all were very much appreciated.

The first dance introduced us well and truly to the natives, to the countryside and to the local bartender, and with a good floor and an interesting partner the lads managed to enjoy themselves.

Several officers seemed to have been studying the modern trend of "creep" dancing, the First Lieutenant being very proficient in its intricacies, and the Bosun displayed to no mean advantage his Silvester-like tendencies.

Our two football matches were very well-fought battles, and with luck we might have won—without luck we lost 0-7 and 1-8 (the wind was against us!). No less an . . . er . . . exhibition was the cricket match (pardon me, while I pipe "Hands to regatta practice"!) which, with two innings to their one, we narrowly lost by a mere 170 runs.

It does seem that Redpole excels at indoor sports rather than outdoor ones and, indeed, the pride of the ship is our domino team. We have a useful darts team, darts being the favourite sport, although one native, who did not quite grasp the technique of our team's play, described it as "a procession of men darting up to the bar and back."

The children's party was an outstanding success, a good time hilariously rounded off by the film, "Military Policemen." Perhaps some of the infants were a little precocious—no doubt due to the Alderney temperament, but two girls with engagement rings on their fingers and a boy smoking a pipe with obvious relish was a "bit much!"

Extensions of night leave were a welcome privilege, and so was the permission to go ashore in "eights," swimming.

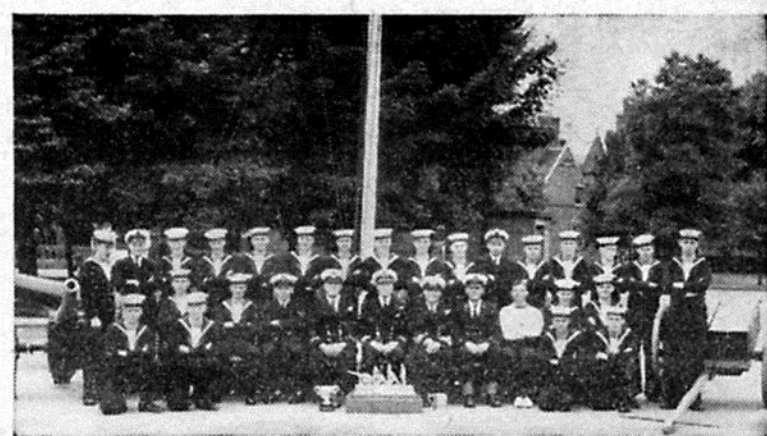
And so, as the sun sinks slowly in the west, and the shadows grow longer and deeper on the purple green of the near-by hillside, we slide smoothly away, taking half the jetty with us, the crew casting their last, long, lingering looks of farewell, amid a chorus of suppressed snuffles; a few handkerchiefs quietly flutter in the breeze, and we bid adieu to lovely Alderney, leaving the landlord frantically waving his arms, screaming that we had "seen off" the island's supply of drink for the next three months; and the island's policeman on his knees praying with gratitude, the prison bars playing on his tear-stained face as he looks out of his cell somewhere in Alderney.

"Limey."

NAVAL MESSAGE

Summer Leave

TO THOSE who will be on leave when this paper is published—we hope you are having a good rest! To those who have leave to come we say—hang on for a few more days, your turn is coming. To all—have a good time and come back prepared for work and draft chits.



VICTORIA BARRACKS FIELD GUN CREW

Striking Success at Whale Island Tournament

AN ENTHUSIASTIC welcome was given to the victorious crew on their return from Whale Island, on July 7, bearing the Brickwood Trophy, the Loader Cup and the Willis Trophy.

This feat was the more remarkable as 16 members of the crew were National Service men who had only been in the Service a few weeks.

Great interest was shown by all during the training period, but many were the heartaches suffered by those responsible for this training. The graph showed many deep depressions, but an admirable team spirit, coupled with guts and determination, won through in the end and great credit for this must go to S.C.G. Motteram and C.P.O. Clarke.

A well-behaved (untrained) cheering party gave the team noble support

from the north end of the arena, and in the preliminary heat the team romped home in a good time of 1 min. 28 sec. The final run, contested with such formidable opponents as the Royal Marines and H.M.S. Excellent sub-lieutenants almost ended in disaster. Hearts missed a beat when a wheel was dropped at the outset! A superb recovery, however, enabled them to come back into the running and, after an exciting though undignified dash, cross the finishing line just ahead of the Royals in an excellent time of 1 min. 27 sec.

For the crew it was a most enjoyable introduction to the Navy, and at the celebration party which followed the victory, the glamour of Earl's Court seemed to be the next objective for many!

H.M.S. FLEETWOOD

I EXPECT that quite a lot will be said in this issue regarding the Portsmouth Flotilla Regatta held on July 9, and so our contribution on this subject will be short and sweet. Our "tally" for the day was five seconds, three thirds and one fifth out of the nine races. We took third place with H.M.S. Boxer as the Cock and H.M.S. Starling in second place. We look for no excuses. The starts were fair, there was nothing wrong with our whaler, and no outboard engines were fitted by the other ships, nor did we run into a freak tide that ran in our path only. In a nutshell, we were beaten by two better "teams," and we would like to extend our thanks to Boxer, Starling, Redpole, Finisterre and Pluto for a happy and enjoyable day.

Further to our item on port service in the June issue: We are claiming the doubtful honour of being the first land-based sea-going ship to touch the 3,000-mile mark since the sad news was broken to us. Any challengers? Our L.S.A.(S.) has spent the past two weeks looking through the rate books for the entry, "Tyres, hard, land-based ships, for the use of . . ." Ours are getting very threadbare and, as the R.A.C. keep pointing out, thin tyres are dangerous on wet roads. We are also having trouble with our fo'c'sle lawn. The grass does not seem to thrive so well on salt water and there is no goodness in the soil—even the worms look ill. One consolation, we don't have any trouble with sparrows "pinching" our seeds. Two pigeons must have heard the buzz however. They joined us off the Yorkshire coast and bedded down for three days. Bet they got a shock

when they left us and found themselves north of Scotland. (In case anyone takes this home-port service seriously we went to Scotland by sea and not by road.)

The next two items on our agenda are (1) Exercise "Haul" for 12 days (the "V" boats, i.e., Vernon, Victory and Vale Island, are not taking part as they are boiler cleaning), and (2) summer leave, commencing August 5, during which time the "axe" will be temporarily buried.

C.P.O. Savile

H.M.S. DAEDALUS

ON WEDNESDAY, July 14, H.M.S. Daedalus bade a sad farewell to Commodore Sir Aubrey St. Clair Ford, Bt., D.S.O. To the cheers of the ship's company, the car carrying the departing Commodore was towed from his office to the Brambles Gate. We wish Sir Aubrey and Lady St. Clair Ford every good fortune, and thank them for their many kindnesses.

Sir Aubrey St. Clair Ford, Bt., D.S.O., has held his appointment since April, 1952. Previously he had been in command of H.M.S. Belfast, a ship which played a most distinguished part in Korean waters.

During his tenure of office at Lee, Sir Aubrey had the honour to welcome Her Majesty The Queen on the occasion of her visit in November, 1952. He also had the pleasure and distinction of receiving the Princess Royal, the Duchess of Kent and King Hussein of Jordan.

H.M.S. Daedalus has indeed been fortunate to have such an outstanding Commodore, one of the few naval officers who has held command rank without a break for 12 years. He is a keen sportsman, and gave every encouragement to sporting activities on the station. He is a skilled fly fisherman and an expert shot.

When Sir Aubrey joined the Service he had as his shipmates his predecessor at Lee-on-Solent, Commodore W. P. McCarthy, and also his successor, Commodore G. E. Fardell, to whom we now extend a very sincere welcome.

H.M.S. CONDOR, ARBROATH

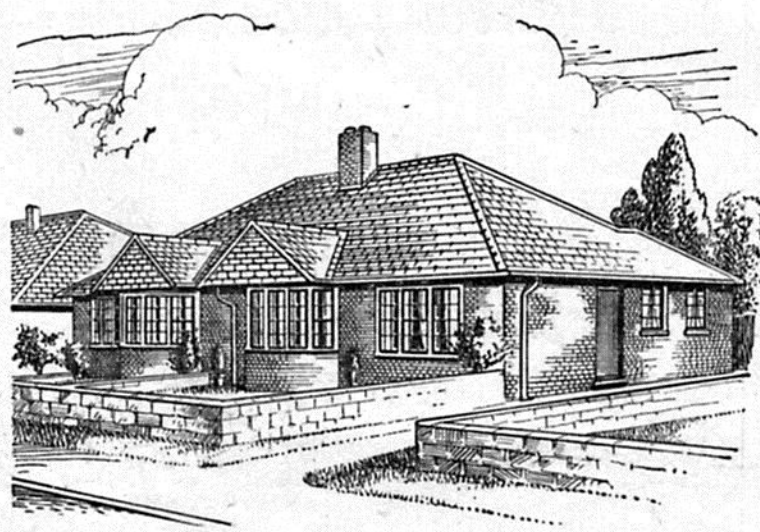
IT IS with regret that the death of Writer G. MacDougald, P.M. 925739, is reported.

On July 6, 1954, Writer MacDougald was cycling in H.M.S. Condor when he collided with a naval vehicle. He was taken to Arbroath Infirmary, where, as a result of his injuries, he died the same day.

Writer MacDougald was buried with full naval honours at Western Cemetery, Newport, Fife, near his home, on Saturday, July 10, 1954.

Before his call-up for National Service, Writer MacDougald was employed by the National Cash Register Company, where he was to be returning on release. He was 19 years of age. He will be sadly missed by his fellow mess mates.

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Command News

(Contd.)

H.M.S. TINTAGEL CASTLE AND M.V. TINTAGEL CASTLE

A NEW Union Castle liner, M.V. Tintagel Castle, was accepted into service at Belfast on June 5. A telegram was sent from the Captain, officers and ship's company of H.M.S. Tintagel Castle, wishing her every success. On June 23, the Captain (Cdr. N. F. Carrington, D.S.C.), Lieut. Finlayson and Lieut. Cobb, went by train to London and thence to Northfleet, to be shown over the new ship and to have lunch on board. The Union Castle Line sent us three first-class return railway tickets, which made the journey to and from London most pleasant. Our escorts for the day were Mr. C. R. Melville, the Assistant General Manager and Capt. Willcox, the Marine Superintendent, who drove us to Northfleet by car. Tintagel Castle is of about 8,000 tons displacement, mainly cargo carrying, but with very fine accommodation for 12 first-class passengers. She is powered by one diesel engine; she is also fitted with a Cossor radar set not unlike a 974. The general standard of ship construction appeared to be very high, though the cost of building her, in the region of £1,500,000, was five times what it would have been before the war. We had a very thorough walk around the ship and watched the loading of a cargo of cement for Mauritius, after which the Master, Cdr. J. E. R. Wilford, R.N.R., gave us a magnificent luncheon. His hospitality was quite overwhelming. We presented him with a ship's crest and a framed photograph, inscribed with the best wishes of the officers and ship's company, with which he was very pleased. We were later driven back to London, to end what was a most memorable and enjoyable visit and one which served to link the Royal and Merchant Navies closer together.

H.M.S. SAINTES

ON MAY 24, Saintes became one of the first ships to re-commission on a general service commission. After two days at Portland we sailed to join the Mediterranean Fleet for nine months, after which we return to complete the remaining nine months of the commission in the Home Fleet. Four days were spent in Gibraltar before proceeding to Malta to begin our work-up.

The work-up completed, we spent the first week-end of July recuperating in Tripoli, where we all had an excellent time thanks to the exertions of the Army. If we were not seeing a bit of the countryside we were bathing, and if we were not dancing we were enjoying some other Tripolitanian amusement. As a return of hospitality, the 3rd D.S. held a cocktail party on board Saintes, to which were invited the various military and civilian people who had helped to entertain and accommodate us.

In Memoriam

J. S. HITCHCOCK, C.P.O., H.M.S. Glasgow, died June 16, 1954.
R. W. C. JEFFERIES, A.B., R.N.B., Portsmouth, died June 28, 1954.
H. SCOTT, P.O., H.M.S. Diligence, died July 6, 1954.
G. MACDOUGALD, Writer, H.M.S. Condor, died July 6, 1954.
R. HARVEY, A.B., H.M.S. Martinet, died July 10, 1954.
W. R. COPELAND, A.B., H.M.S. Ceylon, died July 20, 1954.

The fighting efficiency of the ship has now reached a creditable standard, which is good for a work-up period of only four weeks.

While in Malta, parties of 10 ratings have embarked in an M.F.V. for Commino—a small island lying off Malta—to enjoy a week-end of care-free camping. This is a weekly expedition conceived and organised by F.O.F. It makes an excellent break from set routine and food—sun and beach abound.

Water-polo and cricket comprise our principal recreations. Although the ship's standard is only average, we have had innumerable games, and therefore immense pleasure, which is after all the basic aim of games.

On July 19, when our 14 days' self-maintenance period alongside Lampura is completed, we sail on Exercise "Med-flex Baker." After coming back into Malta for a few days, we visit Athens prior to going down the Canal for six weeks.

THE BARRACKS COLUMN Victory Gala

THIS WAS one of the high-lights of July and is recorded elsewhere in this edition. Great credit is due to the Barracks gardeners who made the gardens and grounds so beautiful in spite of long spells of bad weather—a good show indeed.

Anson Group Dance

Another high-light of July, it was the first time that junior ratings have held a dance inside their own surroundings and it proved a most successful venture. The dance committee are to be congratulated in their efforts. A.B. Everett deserves special mention for his good work. Anson dining hall was prepared as a dance hall and the decorations, both floral and chains, cannot have failed to impress even the most critical eye. The cafeteria lent itself most favourably to buffet supper arrangements, most ably and adequately run by N.A.A.F.I., who also managed the bar outside in the lobby. Anson main hall made an ideal sitting-out place. Over 400 dancers danced to the Royal Marines dance orchestra. Among the guests were the Commodore and Mrs. Evans, Cdr. and Mrs. McGeough and many other officers and their wives. From reports received to date, this dance will bear repetition and the committee will bear this in mind.

H.M.S. PHOENIX

WHAT A month this has been! Besides the rain, over which the fire school have no control, despite buzzes, most of our spare time seems to have been spent on the rolling roads of Britain.

To London first then, when, on Tuesday, June 29, our cricket team, with supporters, went to the Catford sports grounds of the Phoenix Assurance Company for a day's match. Result? The Company won, 247 for 6 declared; H.M.S. Phoenix, 238. Much more important was the consolidation of existing good will. Those who remember the West Indies station prior to 1939 and those cruises will know what I mean. A leather fire bucket, a copy of those used in Trafalgar times, was made in Phoenix to be competed for annually between the two namesakes.

Alas for our hopes to get farther in the inter-establishment cricket knock-out contest—after a tough and exciting match on the bat and ball ground, Hambledon, Mercury came out on top with 110, Phoenix 98. Well done, Mercury.

For the first time Phoenix have entered for the Association Football King's Cup; training has already begun with steady running around Alexandra Park.

July 16, about 0200 hrs., saw a happy, if tired, coach-load return from London after seeing the premiere, "Seagulls over Sorrento." Tons of laughs and not many naval technical faults to annoy. Somehow or the other our party got mixed up with Shirley Withers. The number of caps now bearing stars' autographs must run into double figures.

As I write this, from next door come snatches of martial music from a tape recorder. On investigation I was simply told, "Grand Ukkers, Alamein, don't you know?" I am still trying to find out what "Grand Ukkers" had to do with Alamein—or have the historians fallen over? Have a good leave.

The Bird.

"Good Work, Phoenix"

At about 1250 hrs. on Friday, July 16, a civilian rushed into Phoenix main gate and reported that a small yacht had overturned near Horsea Island. The alarm was given and all available men rushed to the waterfront. The yacht had overturned and it could be seen that the three occupants were clinging to the keel. Two able seamen, Bassnet and Clements, stripped down and, securing the end of coir rope around their middles, swam out to the yacht. From the other side of the creek, P.C. Miller also started to swim. The two able seamen reached the boat and secured the rope, which was then hauled taut by the shore-side party, pulling the boat into ground. Meanwhile P.C. Miller and two local boatmen reached the yacht and the whole party were brought ashore. There the local police took them to the sick bay, where the doctor and his staff were waiting. The naval stores, too, were not to be outdone, though an outsize in overalls and a seaman's jersey did not improve the figure of the only female in the party. In all, from time of alarm to the first sip of hot tea in the sick bay, only 32 minutes had elapsed.

P.C. Miller and A.Bs. Bassnet and Clements are to be congratulated on their swimming and stamina.

H.M.S. MERCURY

Ship's Concert

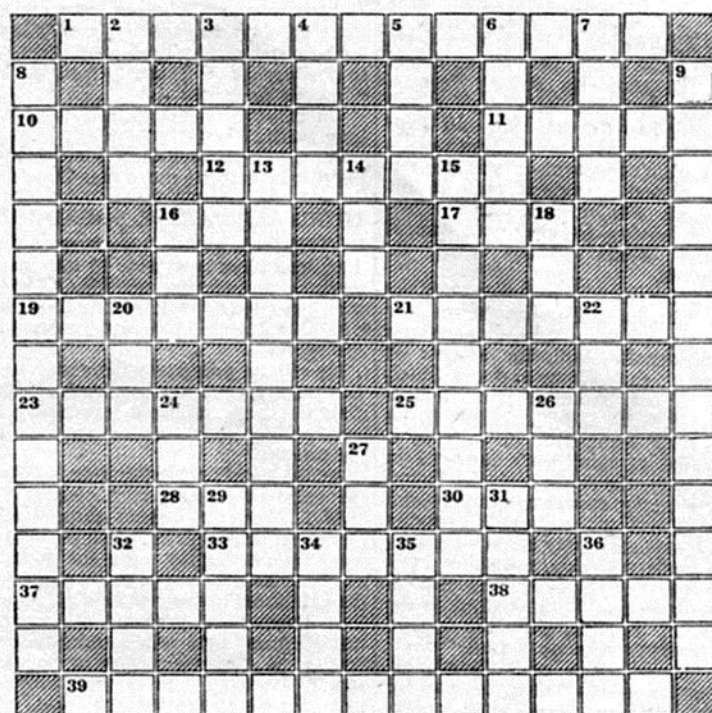
OVER 350 man- and Wren - hours resulted in a very enjoyable ship's concert on July 20, at H.M.S. Mercury, before a large and exceedingly appreciative audience. It is praise indeed that at one stage the compère, P.O. Tel. Taylor, could keep us amused by an imitation of a compère who knew not what to do. He helped to give continuity to the 17 acts; of these, most were played with assurance, verve and originality. The small, shy remainder were heartily accepted with understanding.

Particular mention must be made of our hard-working Wren stewards, who were the backbone of three acts. The junior entries were a credit to St. Trinian's, and the contortionist, Wren Timpson, rivalled the P.T.s. (Messrs. Blair, Martin and Dutton) in making physical exertion look easy and graceful. The "Captain," Lieut. Macklow-Smith, in his bath was of local interest, but still an act to be seen. Instr. Lieut. Davies and Wren W. Smith added a dance as sophisticated as the recitation of Second Officer M. Hall.

Mr. R. Carlyle, S.C.C.O., the producer, and his many helpers are to be congratulated and assured that with the amenities, and without the need of the censor or a dictionary of Navalese, the show would have been worthy of any variety stage.

Navy News Crossword—No. 2

A prize of £1 1s. will be given for the first correct solution to be opened on August 21



CLUES ACROSS

- The cricketer who is the first cannot be the second in a big match (2 words, 7, 6)
- African river (5)
- Slow ashore, faster at sea (5)
- The German direction is well off (7)
- One who loved his fellow men. Be bad, men, for the rest (3)
- Tea, reform (3)
- Red toes (anag.) (7)
- Traffic cop in Cork? (7)
- Press the bell for the waiter. "Another cup, please." That's ripping (7)
- Colonel Nicholas, in brief, has nothing inside. And it refers to the inside (7)
- E.A. of literature (3)
- Take her to court (3)
- Slaves (7)
- The Cockney called a cab when he was ill (5)
- A later turn (5)
- Tee's sons worry (anag.). Having no personal points? (3 words, 5, 2, 6)

CLUES DOWN

- Wise man (4)
- A broth of a vibration (5)

- One is one (4)
- The fairy gets the measure of the circumference (4)
- The chap with "the bends?" (5)
- Biblical brother (4)
13. Last war-time act of the Germans (2 words, 13, 9)
- A high-tension row? (2 words, 8, 5)
- See 8
- One of a score (3)
- Here, you've put the wrong one first, as the saying goes (9)
- Part of a pantechnicon's contents (3)
- Open the shutter on the scene (6)
- Resort of Spanish rapatee (3)
- Also found in Spanish rapatee (3)
- Again in Spanish rapatee (3)
- See 18
- Post-prandial meal (3)
- Many in a European river becomes stranger (5)
- Custom (5)
- Burning saint? (4)
- Above (4)
- For which many a 21 is used (4)
- Leave it alone (4)

CROSSWORD COMPETITION

The winner of last month's Crossword Competition is Chief Petty Officer Winning, 51 Mess, H.M.S. Collingwood, to whom a cheque for £1 1s. has been sent.

CLASSIFIED ADVERTISEMENTS

Classified Advertisements may be placed at:

Gale & Polden Ltd., Nelson House, Edinburgh Road, Portsmouth, as well as at the Royal Naval Barracks, Portsmouth.

Private Advertisements, 2d. per word; minimum, 2s.

Trade Advertisements, 4d. per word; minimum, 4s.

Name and address of advertiser must accompany each advertisement. Box Number, 9d. extra.

BIRTHS

ALDIS.—To Helen, wife of C.P.O. Aldis, H.M.S. Albion, a daughter, born July 11.
BUTLER.—To Muriel, wife of A.B. Butler, H.M.S. Barrosa, a son, born July 11.
FINCH.—To Audrey, wife of A.B. Finch, H.M.S./M. Acheron, a daughter, born July 11.
MADDON.—To Ruth, wife of C.P.O. Madden, H.M.S. Excellent, twin daughter and son, born July 19th.
ALLORDYCE.—To Pearl, wife of N.A.I/c Allordyce, H.M.S. Daedalus, a son, born July 19.
THE Royal Naval and Royal Marine Maternity Home at Bowlands, Clifton Road, Southsea, overlooks Southsea Common and Spithead. Inclusive fees for a fortnight are £19 10s. No extras. Wives under certain conditions qualify for further reduced fees which are little more than the maternity benefit payable. Apply to Matron. Births in Bowlands are announced in this column at 2s. per insertion.

CHRISTENING

BROWN.—The daughter of P.O. Writer I. S. Brown and Mrs. Margaret Brown was christened Clare Elizabeth Margaret at the Chapel of St. Andrew, Royal Naval Barracks, Portsmouth, on July 4, 1954.

FOR SALE

FARLINGTON.—Freehold semi-detached bungalow, 2 reception, 2 bedrooms, bathroom, kitchen, conservatory, garden, £2,100. Offers must be sold. View anytime. — 115 Second Avenue.

TRADE

HOUSE OWNERSHIP.—Do you desire house ownership? Why pay excessive rent? House purchase with endowment assurance, with reduced premiums by naval allotment, insured security for the future.—Write for full particulars, without obligation, to S. V. Norris, "Gwenlyn," Beechwood Avenue, Waterlooville, Hants.

ACCOMMODATION

TWO FURNISHED ROOMS, use of kitchen and bathroom; 30s. per week, including gas and light. No linen. No children.—28 Stowe Road, Milton.

TWO FURNISHED ROOMS, use of kitchen and bathroom, from August 7: 45s. per week, including gas and light. No cutlery or linen. No children.—124 Orchard Road, Southsea.

TWO FURNISHED ROOMS, kitchenette, and use of bathroom, 37s. 6d. per week, including electricity.—122 Stride Avenue, Copnor.

TWO FURNISHED ROOMS, use of kitchen and bathroom, 37s. per week, including gas and light.—17 Waverley Road, Drayton.

ACCOMMODATION.—Bedroom, suitable two sharing.—22 Somerset Road, East Southsea.

BED AND BREAKFAST, short periods welcome; moderate terms.—103 Hawthorn Crescent, Cosham.

DOUBLE BEDROOM, dining/lounge, with use of kitchen and bathroom; 2½ gns. per week.—14 Orchard Road, Havant.

FULL BOARD for four persons from second week in August.—6 Welch Road, Southsea.

THREE modern fully furnished and self-contained flats, Hayling Island, residential area, directly facing sea and next to the Hayling golf course; available from September 1; one or two children not objected to; reasonable terms for long tenancy.—Apply Henderson, 9 Woodpath (off Elm Grove), Southsea, Hants. Phone Portsmouth 6644.

FURNISHED ROOMS, with all conveniences, to let; child welcome.—"Malvern," Gosport Road (opposite Council School), Stubbington.

HOMELY ACCOMMODATION for two naval personnel or young married couple, every convenience.—122 Westfield Road, Southsea.

SUPERIOR board residence in good district of Southsea. Well appointed accommodation and good food.—Mrs. Brooks, "Castellina," Mepton Road, Southsea.

INVALIDED SHIPWRIGHT wishes to exchange 3-bedroomed modern council house Gosport for similar Paignton, Devon.—Please write 20 Gregson Close, Bridgemary, Gosport.

SITUATIONS VACANT

HOUSEKEEPER (to live in) urgently needed for bereaved Lieutenant-Commander with two children, aged 12 and 9, who lunch at school; rough work done by woman.—Phone Emsworth 2922 after 5 p.m.

A.C. COSSOR LTD. require marine radar service engineers and invite applications from ex-naval radar maintenance staff; suitable men will be given training (with pay). The service department is based in London but, in addition, there are vacancies in some of the principal United Kingdom ports. Salary, after training, £500 per annum.—Apply the Manager, Equipment Servicing Department, A.C. Cossor Ltd., Canterbury Grove, West Norwood, London, S.E.27.



Sara Shane, who appears with Jeff Chandler and Ludmilla Tcherina in Universal-International's Cinema-Scope film, "The Sign of the Pagan," likes chiffon for dressy occasions. This gown, in a delicate shade of yellow, is trimmed with honey-coloured glass beads to match Sara's hair.

Command News (Contd.)

H.M.S. DUCHESS

OUR LAST news letter was from Scapa Flow with the Home Fleet about to start its pulling regatta. Duchess combined with Apollo and came third to the 4th D.S. and Vanguard in two days of exciting racing, which concluded with a spirited but not so skilled all-comers' race. In this the ship's whaler was distinguished only in having an enormous funnel belching black smoke over its opponents.

With the rest of the Home Fleet, we sailed from Scapa Flow on the summer cruise for visits to Oslo, Copenhagen and Stockholm, with the honour of escorting the Commander-in-Chief, Home Fleet, Admiral Sir Michael Denny, K.C.B., C.B.E., D.S.O., flying his flag in Vanguard. In spite of a great deal of hard work involved in such a duty, the ship's company found ample time for enjoyment, and a small crowd of well-wishers was left waving tearfully on each jetty when we sailed.

We shall probably remember most the Fjords of Norway, the life of Copenhagen and the dash through the islands of Sweden, with the excited waving of everyone we passed.

At Copenhagen and Stockholm, Diamond and Duchess were invaded by children who were quite unperturbed by the horror of the pirates or the quantity of the food.

On Friday, July 9, we sailed from Stockholm with our paying-off pennant streaming out astern, and returned straight home to Portsmouth via the Kiel Canal.

Now the "Smiling Duchess" is having her face lifted ready for another happy and successful commission starting in warmer climates. Capt. D. G. Goodwin, D.S.C., R.N., and 77 officers and men of the old commission say "Good-bye" to the 233 who are leaving, and "Welcome" to those who are joining to keep up the Duchess tradition and motto, "To lead and not to follow."

H.M.S. MERMAID

IT WAS 10 years ago, in 1944, that H.M.S. Mermaid joined the Mediterranean Fleet.

During the time that has passed since then, her name has probably not meant much to anyone in England, except, of course, the relatives and friends of her various ship's companies and those whose jobs are concerned with ships.

But when the ship returns to Portsmouth Harbour on Tuesday, August 10, her paying-off pendant flying, she will claim the attention of many people for, 800 feet in length, the pendant will signify the longest period ever spent by a ship on continuous foreign service.

Although in England only once during those years—a brief visit for the Coronation Fleet Review—Mermaid has become almost a part of Malta and the rest of the Mediterranean.

As leader of the 2nd Frigate Squadron, she has taken part in countless exercises and covered many thousands of miles visiting such places as Naples, Venice, Trieste, Genoa, Palermo, Monaco, Cannes, Marseilles, Piraeus, Patras, Argostoli, Dragomeste, Famagusta, Algiers, Tunis, Bone, Tripoli, Tangier, Gibraltar, Seville, Port Said, Suez, Ismailia and Tobruk—by no means an exhaustive list.

Good as some of the places mentioned were, none could possibly equal the enthusiasm with which our arrival at Portsmouth will be welcomed by the ship's company.

Portsmouth will serve only as a stepping-stone to home for most of us, but whilst there we shall look forward to the paying-off dance to be held at Kimbells Ballroom.

On Friday, August 13, will start the long-awaited leave.

We think we have earned a rest, but the ship herself has more than done so.

THIRD SUBMARINE SQUADRON

IN THE past month, members of the Squadron have been able to take part in three non-regular activities. These were the Clyde Week Sailing Regatta, a handicraft exhibition and the Squadron sports.

No regatta prizes came our way, unfortunately, but competitors in the dinghy classes enjoyed several days' good sailing and gained experience in the process.

At the handicraft exhibition held in the recreation space cum cinema of H.M.S. Montclare, depot ship of the Squadron, the high standard of workmanship on display gave the judges no mean task in awarding honours to the exhibitors in a varied field of spare-time occupations. Wrought iron work, turned metal and woodwork, model yachts, a wireless-controlled model steam launch, embroidery, knitted wear, drawings, photography, etc., all aroused much interest when the display was opened to "public view" after the judging. Amongst those looking over the articles on display were wives and friends of members of the Squadron, as permission had been given to invite families and friends for the occasion.

The latest event has been the Squadron sports meeting, held on Saturday, July 10, on the R.N. sports ground at Ettrick Bay, Rosneath. An overcast sky and slight showers rather damped the opening events, but conditions improved later in the afternoon in sympathy with the gallant efforts of the competitors to emulate the Bannisters, Chataways, Greens and Savages of the sporting world! Though no records were broken, an interesting time was had by both sportsmen and spectators. In addition to the normal events, races were held for ladies, children and the undaunted veterans. Vociferous interest was shown for the tug-of-war heats and finals, with victory going eventually to the E.R.A.s' team. Mrs. Napier, wife of our Captain, kindly presented the prizes to mark the closing of the meeting.

We are still hoping that the spell of fine weather early in the year was not all the summer we are going to have this year. With summer leave nearly upon us, the weather experts still do not commit themselves by advising us to pack parasols, sun-tan lotion or cough mixture before proceeding on leave.

Ldg. Tel. R. Bryant

Joe, a double-fisted he-man,
Tho' he was a leading seaman,
Refused to take a long-term view
So took employment at the zoo.
Yet re-engagement meant for Joe
The certainty of Chief P.O.
His widow now regrets her guile—
If Joe had not been so docile
There would be no delighted smile
As now worn by the crocodile,
Nor would the keepers have recourse
To treat the brute with apple sauce.
—H. G. Middleton, 1954

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SPORTS SECTION

H.M.S. DRYAD

Athletics

THREE FROM Dryad ran in the Navy Championships which were held at Pitt Street on Wednesday, June 30. P.O. Isaacs, who holds the Navy half-mile record, won the half mile, and P.O. Sharp retained the mile title. P.O. Tribe competed in the 3,000 metres steeplechase, but unfortunately had to drop out.

Both P.Os. Sharp and Isaacs took part in the Inter-Services Championships at Pitt Street on Wednesday, July 14, when the Navy was well and truly trounced in the track events.

Cricket

The ship's team, which suffers considerable variation each week, has not had very great success so far this season, but by defeating the Reserve Fleet, the team is now through to the semi-final of the Inter-Establishment Knock-out Competition.

The annual match against H.M.S. Harrier, at Kete, resulted in a draw, with honours to Dryad. The Dryad team was looked after with the traditional hospitality of Harrier, and very much enjoyed their visit.

Odds and Ends

The Establishment goes on leave on July 23 and inter-part leagues and knock-out competitions in cricket, softball, tip-and-run are now in their closing stages. Cook Division seem well set in every sport. Ratings' singles and doubles tennis tournaments are now in their final stages.

Drafting has sadly depleted the ship's company water-polo team, which is now placed well down the Inter-Establishment League. It has been suggested that Dryad's rather stagnant lake be used for training, but bird watchers and fishers have protested: the team have not been consulted on this suggestion.

A full programme of football, hockey, rugby and other pursuits is now being planned for next term.

A very successful ship's company dance was held on July 15 at Kimbells Ballroom, Southsea.

GOLF

THE PORTSMOUTH Command Golfing Society held their summer meeting at Liphook on July 6, some 50 members taking part.

Prizes, which were presented by the Captain of the Society, Capt. G. L. Farnfield, D.S.O., D.S.C., of St. Vincent, were won as follows:

Medal Competition: Lieut. Stollery (72), Surg. Cdr. Armstrong-Lamb (75). Stableford Competition: Lieut. Cdr. Paterson (42 points), Lieut. Sprague (35).

The autumn meeting will be held at Hayling on September 15, when the Establishment Team Trophy will be played for. Details of this competition will be announced in a later issue.

Lieut. J. R. Robinson,
Secretary to P.C.G.S.

SECOND TRAINING SQUADRON PULLING REGATTA

THE ANNUAL regatta was held on Wednesday, July 7, in Portland Harbour. Ships of the Squadron were moored in trots along the course of five cables. The first race, for boys, was won by boys from H.M.S. Tyrian, but

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the rest of the H.M.S. Tyrian's crews, apart from the stokers, were unable to follow the example of the youngsters. H.M.S. Brocklesby, last year's winners of the Squadron Cock, were this year's favourites, but by lunch time their prospects were none too hopeful, as they had only succeeded in coming in third in two races. H.M.S. Hedingham Castle, with wins in the communications and seamen's races, were in the lead on points, with H.M.S. Flint Castle, whose officers had achieved a surprising win, lying second.

The afternoon brought a rise in H.M.S. Brocklesby's fortunes with a win in the Chief and P.Os. Race and seconds in both the stokers' and racing whaler's crew. This latter race was over seven cables and counted double points. It was won by H.M.S. Flint Castle, who thus came second in the regatta with 87 points against H.M.S. Brocklesby's 94. H.M.S. Hedingham Castle, with 83 points, were third.

The race for Tribal whalers completed the afternoon's events. It was won by the S.D.Bs., who, having been unable to compete in most of the other races, were determined to win this. Other crews were hindered by "chucking-up parties" from ships' boats crews armed with hoses and portable pumps. H.M.S. Porchester Castle "Savages" ended the race successfully by raiding H.M.S. Grenville.

After a suitable pause, to clean up, the prize-winning crews mustered on board H.M.S. Grenville, when the prizes were presented by Mrs. Hopkins.

This ought to have ended the day, but after dark H.M.S. Brocklesby was called upon to defend the Cock, proudly floodlit at their masthead. In spite of very heavy attacks by the enemy, no loss was sustained and it is rumoured that H.M.S. Brocklesby is to add to her battle honours "Q" Pier, July, 1954.

H.M.S. HORNET

Cricket

HORNET CAME through the second and third rounds of the United Services Knock-out Tournament by beating Glory by nine wickets, and St. Vincent by seven wickets. They were, however, knocked out of the Coronation Cup by Bridgemary, and the Gosport Lord Mayor's Knock-out Cup by the Civil Service. A friendly match against Haslemere Co-op was also lost.

Sailing

Enthusiasm for sailing continues to grow as the season advances, and Hornet dinghies and whalers are usually well placed in both the mid-week races and local club regattas.

Marabu, the 100 sq. mtr. windfall has succeeded in coming in first in the Dartmouth Rally. She had the misfortune of being dismasted when lying first in the Channel race, however, Lieut. Cdr. Dodd and his merry men in FPB5518 came to the rescue and towed her home. A new mast is now being fitted and she will compete in the Cowes—Dinard race.

We had the honour of being selected by Commodore Illingworth as starting point in a J.O.G. race to Poole on July 17. Weather conditions were bad and some of the competitors returned to Hornet during the night to sample our humble hospitality the next day.

We hope the new Command Dinghy Secretary will endeavour to leave Hornet in time to be at the start of races instead of crossing the line about 15 minutes after the race has begun. Although he manages to catch up the last boats before races end, we feel it would be much in his interests to start with the rest of the race!

"Foresheet"

PORTSMOUTH GP. (S.) ROYAL MARINES ANNUAL SPORTS DAY
THE ANNUAL sports day took place on July 14, 1954, in the Royal Marines Barracks, Eastney.

Blessed with a warm and sunny afternoon, a large crowd watched the sports in an almost perfect setting. The No. 1 cricket ground was gaily decorated and the running track plainly marked out, and with tea marquees at the vantage points, all spectators had little difficulty in obtaining their refreshment.

The programme commenced right on time and continued to run to time,

and this was due largely to the fine efforts of the announcer, Capt. S. E. Shaw, M.B.E., R.M., whose promptings and general "patter" was of the highest order, and the wonderfully efficient broadcasting system supplied by the Portsmouth City Police.

The Gosport Cup events provided the more serious races, and each of the six companies in the barracks contested these events. From the total number of points scored in the Gosport Cup races, so the different companies were awarded points towards the trophy, which is presented annually to the company securing the largest number of points in various fields of sport. For the sports themselves the Athletic Cup was being competed for, with separate trophies for tug-of-war and the three-mile race.

The outstanding athlete of the afternoon was Marine Harvey, of Gunnery Company, who won the 100 yards, 220 yards, 440 yards races and the long jump. 2/Lieut. Tizard, R.M., ran a great race in the three-mile event, and was a most popular winner. The tug-of-war final between Amphibious Company and Gunnery Company resulted in a win for the former by two straight pulls.

Of the not-so-serious events, the families' Charlie Chaplin race provided a good deal of amusement, while the galley and chariot races proved as popular as ever.

The sideshows provided by different companies were very well patronised, and the children, besides having their own special races, were given the experience of entering a real pirates' cave and also entertainment in the way of swings, etc., which was efficiently run by the Royal Marines Wives' Club. Bowling for a bottle of whisky was very popular, as was the coconut shy. The Wives' Club also organised competitions, all of which were well subscribed to.

On the completion of the meeting the prizes were presented by Mrs. R. W. B. Simonds who, in turn, received a bouquet. Gunnery Company won the Athletics Cup, scoring 81½ points, with Amphibious Company second with 55 points.

PORTSMOUTH ROYAL DOCKYARD FOOTBALL LEAGUE

FOOTBALL IN the Dockyard has been very well supported, and there is growing enthusiasm. It is hoped that more teams will enter for the 1954-55 season and, in particular, more young players. Several clubs have been building up during the past season from the young apprentices. The standard of Dockyard football is clearly on the upgrade. Games next season in the Dockyard League will be played on Saturday mornings unless otherwise fixed by mutual arrangement.

Looking back now over the 1953-54 season, we find the Coppermiths champions of Division I for the second successive year, with Shipfitting Department as runners-up.

Division II was won by Excellent Sports, who are composed of men employed in Civil Engineer-in-Chief's Department at the Whale Island establishment. Bellerophon Yard Craft were runners-up. The Dockyard Cup was won by Shipfitting Department, who gained a decisive victory over Bellerophon Yard Craft. Inter-league matches were played with the Meon Valley League in which the results were: First Division: Dockyard League, 1; Meon Valley League, 0. Second Division: Dockyard League, 0; Meon Valley League, 4.

Preparation is being made for entry into the Dockyard League for 1954-55 and it is suggested that there may be some naval establishment attached to the Dockyard which may like to enter a civilian team in the league. An effort will also be made to encourage other clubs who have in the past played in the league to come along and renew acquaintances once again.

Any team wishing to enter the Portsmouth Royal Dockyard Football League should apply as early as possible to the Hon. Secretary, Mr. W. A. Sobey, 97 Highbury Grove, Cosham, Portsmouth, who will be pleased to give any advice and information.

Away From It All . . .

by D. B. Knight



. . . and you said to Charlie 'Iggin'ton, "Second leave's best!" you said . . .